THE NEW NORTHERN OILFIELDS.

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CANADA

AN ILLUSTRATED WEEKLY JOURNAL

EDITED BY WALTER J. M. LEFROY.

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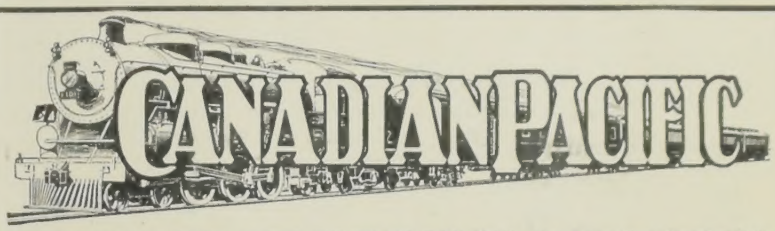

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CORSICAN ...	... Fri., Apr. 1

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PRETORIAN ...	... Sat., Mar. 12
*TUNISIAN ...	... Sat., Apr. 2
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*SICILIAN ...	... Sat., May 7

LONDON to MONTREAL.

GRAMPIAN ...	... Tues., Apr. 19
SCOTIAN ...	... Tues., May 3
TUNISIAN ...	... Tues., May 17
GRAMPIAN...	...Tues., May 31

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GRAMPIAN...	... Wed., Apr. 20
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SCANDINAVIAN	... Thurs., Mar. 17
VICTORIAN ...	... Fri., Apr. 1
*GRAMPIAN	...Thurs., Apr. 21
*SCANDINAVIAN	... Wed., Apr. 27

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No. 791. SATURDAY, MARCH 5, 1921. Vol. LXI. | 9D WEEKLY

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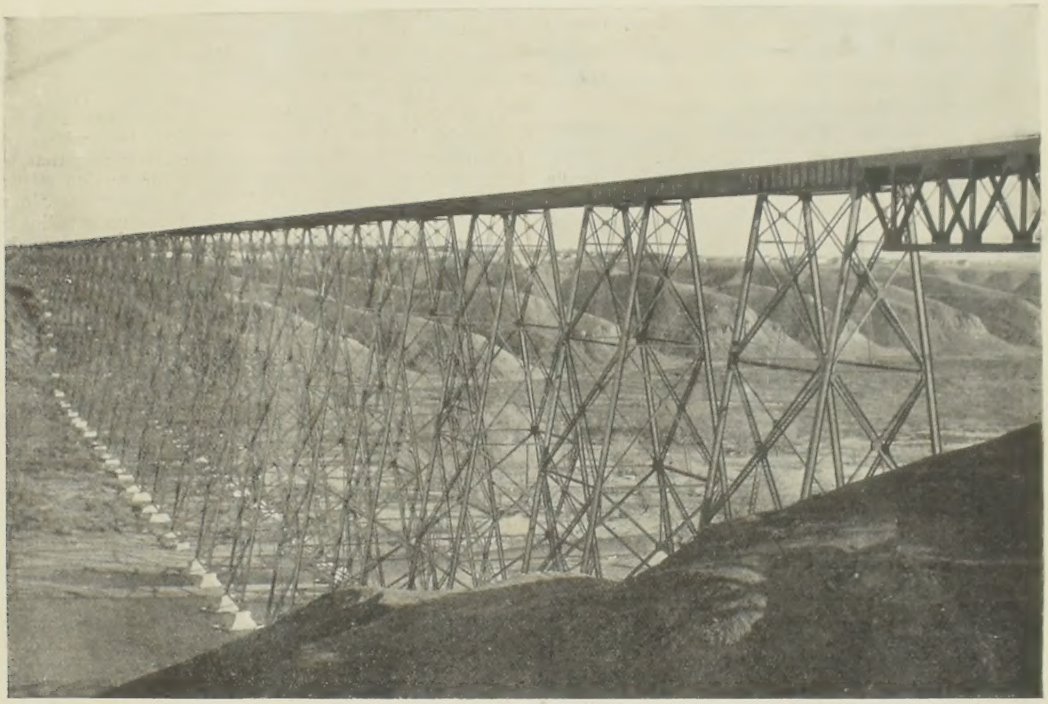

THE C.P.R. BRIDGE OVER THE BELLY RIVER, NEAR LETHBRIDGE, ALBERTA.
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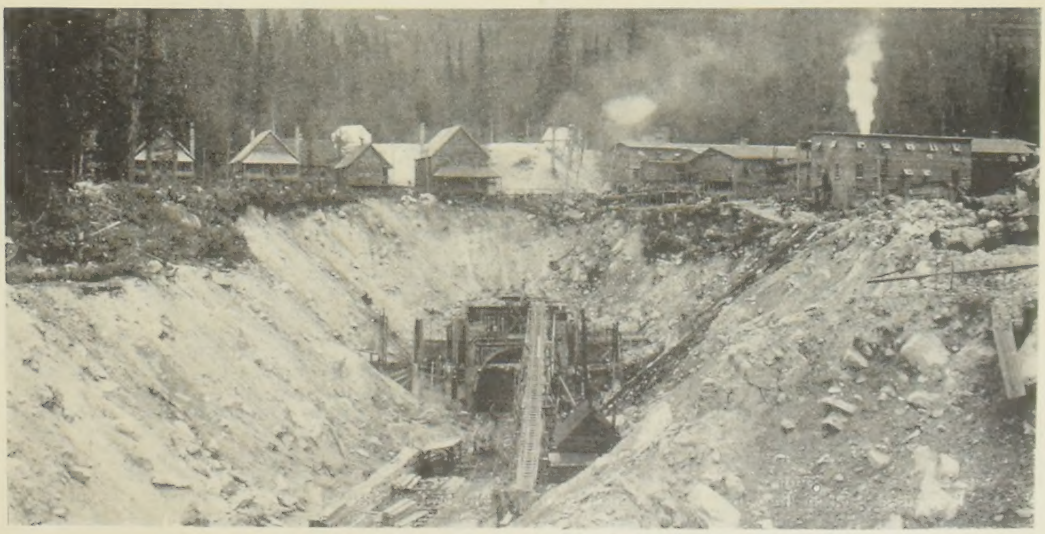

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The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signature are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.

Although verse is occasionally published, it is not specially desired, and is not paid for.

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We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

PRINCIPAL CONTENTS.

	PAGE
Canadian Engineering Feats ... 271,	279
The New Northern Oilfields ... 275, 284,	285
Boys' and Girls' Clubs in Manitoba ...	277
Canadian Press Views ...	278
Ex-Service Men for Ontario ...	280
Purely Personal ...	281
From East to West ... 282,	283
Industrial Training of Young Workers ...	287
Our Library Table ...	289
Canadian Finance, Trade and Business 291, 292, 293, 294, 297, 298,	299
Canadians in London ...	300
Steamship Sailings ...	300

EMIGRATION AND THE PEACE TREATY.

CANADIAN and British transportation companies, and the interests of the Dominion and United Kingdom as a whole, are vitally concerned in more than the direct financial aspects of the German peace terms. Take, for instance, the question of Continental emigration, regarding which, prior to August, 1914, the German Government was doing its best, in a surreptitious manner, to hinder all traffic except that by German-owned steamships.

Speaking before the United Kingdom Chamber of Shipping in London last week, Sir Alfred Booth made some pertinent allusions to this question, after moving a resolution, unanimously adopted, "that this Chamber urges his Majesty's Government, in the interests both of British trade and of British steamship lines, to bring immediate pressure to bear upon the German Government to carry out the terms of the Peace Treaty under which no discrimination is to be exercised against British lines by the withholding of emigrant licences, the re-introduction of emigrant 'control' stations, or any action which would have the effect of impeding the transport of passengers for conveyance by British lines, not only those from and to German territory, but also trans-emigrants whom such lines may desire to pass through Germany from or to Central and Eastern Europe."

The methods employed to stifle travel by British lines were characteristically Prussian. "Control" stations were established on their southern and eastern frontiers, operated by officials of the great German companies—the North German Lloyd, and Hamburg-American—and passengers from Russia, Poland or Southern Europe, holding through tickets by "foreign" companies, found various hindrances placed in their way; the German Government-owned railways, in practice, co-operating in the scheme. Indeed, by 1914, the Canadian and British steamship companies had found it necessary to arrange for their Continental trans-Atlantic passengers to reach their ports of embarkation through Switzerland and France, or by sea in order to avoid crossing German territory and so subjecting themselves to irritating delays or worse.

In Clauses 322 and 327 of the Peace Treaty, special provisions were inserted with a view to safeguarding British interests in this connection, but, with our past experience of Teutonic trickeries, our negotiators will do well to see that no loop-holes for evasion are left in the final arrangements. This is a vital matter, in which both the letter and the spirit of the undertaking given must be strictly carried out, and some very definite penalties for non-observance ensured.

—* *—

POLITICAL PATRONAGE.

WE are somewhat surprised to see some of the leading Canadian newspapers endorsing the proposal that the Dominion should return to the system of political patronage. The motion, which will come before Parliament at Ottawa this session, is adroitly phrased so as to conceal the crudity of the design. The resolution runs as follows:

That in the opinion of this House the best interests of Canada and its people would be served and the principle of responsible government would be maintained by a system of political patronage, wherein appointments to and promotions in both the outside Civil Service and the inside Civil Service would be brought under the specific consideration and recommendation of the members of Parliament and the defeated candidates of the party in power, always having due regard for the stability of the service, the promotion of deserving officers and the proper conduct of the business of the country, and that the Civil Service Act be amended in conformity therewith, and also to place the Civil Service Commission in an unequivocal position consistent with its dignity and importance in a new sphere of action.

The managers of the party machines have discovered that with the abolition of political patronage much of their most useful ammunition has gone. No longer can the candidate for election promise jobs to his strongest supporters, or bribes—in the shape of public works—to the electors.

The new manner of electioneering was not at all to the taste of the old professional politician, who mainly relied on "graft." To soothe the susceptibilities of the people—who do not like "graft," but had been led to believe that it was an inseparable part of politics—the resolution suggests that the principles of responsible government will be better served by reverting to the old system, and to confuse public judgment concludes with meaningless but misleading verbiage. The desire of the reactionaries is once more to place the Civil Service within the orbit of party politics. This means that a man who gets an appointment in the Civil Service will owe it in greater or lesser degree to political influence, and that with the change of administration he must expect that his place will be coveted and probably filled by others who have a "pull" with the new party in power. This mischievous system, which led to so many flagrant abuses and engendered graft of every kind, is totally unworthy of the stature of nationhood which Canada has now reached.

The doctrine that "to the victors belong the spoils" is one of the less desirable political ideas adopted from the United States. The idea is the negation of enlightened and honest government, and that it should be seriously proposed that Canada should return to so discredited a

method of appointing its Civil Servants is an insult to the intelligence of the Canadian people.

The advocates of a return to the old policy urge that in spite of its evils the business of the country was well carried on, and with less friction than has followed the initial working of the Civil Service Act. No doubt the working of the new method has given a handle to the enemy. It was inevitable that it should do so. Those who were enjoying snug berths for which they were unfitted by want of education, ability or application, foresee that they must give place to better men if promotion goes by merit, and they naturally agitate for a return to the old conditions. Politicians of a certain class—as we have already pointed out—warmly encourage intrigue and criticism of the new method by Civil Servants in order to gain their ends.

How was it possible for Canada to hope that by an Act of Parliament it could immediately become possessed of a thoroughly first-class Civil Service, when it had to be built up on the rotten foundations of the patronage system? The rules and regulations of the Civil Service Act no doubt need revision and amendment from time to time, as experience may suggest. But because the new machine is creaky in places and has suffered from the glaring defects of the method which it has supplanted, that is certainly no reason to return to a practice which is condemned by every principle of efficiency and justice, and has been abandoned for generations by the best governed nations in Europe.

—* *—

NOTES OF THE WEEK.

The Duke of Connaught.

The Duke of Connaught is on his way home, after discharging a series of highly important and valuable Imperial duties. On behalf of the King-Emperor, he has during the last few weeks inaugurated the recently-bestowed system of self-government in India, by opening the central and local legislatures that have been set up.

Before he embarked his Royal Highness let it be understood that he intended these ceremonies to be his last public acts. It is difficult to think of the Duke of Connaught as altogether out of public life. He has been for so long in the eye of the world, and has fulfilled so many great Imperial duties in various parts of the Empire, that his distinguished figure would be greatly missed. Possibly he may still allow himself to be called upon on occasion. But he has abundantly earned the right to withdraw into private life if he should so will. In any case, he will continue to hold the affection and gratitude which he has won from all with whom he has come in contact on the shores of the Seven Seas.

* * *

Empire Customs.

All manufacturers and traders throughout the Empire will welcome the holding in London of the Conference of Customs representatives of the Empire. Its main object is to draft uniform regulations relating to declarations as to the values and country of origin of goods exported from one part of the Empire to another. Detailed specification is required for the determination of the right and degree of preference applicable to produce and manufactured goods subject to Customs duties. The trouble at present is that while the principle of preference is almost generally applicable throughout the Empire, the forms of specification differ widely.

The absence of uniformity in this respect has naturally presented a handicap in the development of inter-Empire trade. Unification would undoubtedly, as Sir Robert Horne said in opening the conference, weld inter-Imperial trade and strengthen the bonds of sentiment which the war has done so much to develop.

* * *

The Canadian Cattle Embargo.

The movement in favour of forcing the Board of Agriculture to remove the embargo on the landing of Canadian store cattle in this country, supported by Col. Grant Morden and others in the House of Commons, is steadily gaining weight. The appointment of Sir Arthur Griffith-Boscawen, to succeed Lord Lee at the Board of Agriculture, necessitated his re-election by his Parliamentary constituents, and this has provided the opportunity of forcing the new Minister to declare his policy in regard to the Canadian embargo question. The *Daily Express* has strongly championed the cause of Canadian cattle breeders, and in one of his speeches Sir Arthur Boscawen, in a foolish endeavour to evade the real issue, insinuated that the policy of the *Daily Express* in this matter was owing to Lord Beaverbrook being personally interested in the removal of the embargo. This foolish insinuation—which has no shadow of foundation—cannot add to the prestige of the new Minister of Agriculture.

It is claimed by the *Express* that the entry of Canadian stores would reduce the cost of home-fed beef by 6d. per lb., and the Cabinet has now to make up its mind whether the Government will lose more votes by antagonising the breeders than by denying the consumers the advantages of cheaper meat. The old excuse of infection has, of course, been dropped, and it is now purely a matter of protecting influential interests who have the ear of the Board of Agriculture. Now that the Meat Trades' organisations, as well as the graziers', are actively combined against the continuation of the embargo, it can only be a matter of time before the resistance of the Board of Agriculture will be broken down. It would be well if the United States' legislation tending to shut out Canadian exports could be offset by the opening of British pastures to Canadian cattle.

* * *

The Quebec Marriage.

The Privy Council's judgment in the Quebec marriage case was effectively summed up as follows by Sir Donald Macmaster, in a cable to Bishop Farthing: "Judgment in appellant's favour on all points; all clergymen in Quebec competent to celebrate marriage irrespective of beliefs of those being married; but no clergyman compellable to celebrate where relationship of parties prohibits under clergyman's religious belief."

This important decision was, as was to be expected, received with marked satisfaction in Protestant circles in Canada, where profound uneasiness had been caused by the annulment of several recent marriages in Quebec, apparently on religious grounds. If the views expressed by *La Presse* are typical of the reception of the decision by the Roman Catholic community, it will be all the more satisfactory. This influential French-Canadian paper hails it as putting an end to "an unhappy controversy calculated to disturb the traditional tranquility of our Province and the friendly relations that Protestants and Catholics have maintained up to the present time." It very truly points out that in the enunciation of principles by the members of the Judicial Committee "there is absolutely nothing of a nature to offend the Catholic religion"—that the law Lords were careful to make no criticism of the Roman Church, to dictate one line of conduct, or force it to modify its canons, but placed all Churches on the same footing. "From the point of view of a good understanding between the two races, the judgment cannot have other than a good effect," declares *La Presse*—a signal tribute to the part played by the Judicial Committee of the Privy Council as an Imperial factor.

* * *

Canadian Hops.

The Agent-General for British Columbia is to be congratulated upon the success of his efforts to remove the injustice under which Canadian (i.e., British Columbian) hops have suffered by being classed as coming from a foreign country. The result of Mr. Wade's representations and the interviews which he has had with Col. Amery, the Under-Secretary for the Colonies, and Sir Daniel Hall, the chief scientific adviser of the Board of Agriculture, has been that such hops will now be placed on the same footing as English-grown hops.

The only stipulation required is one to which no objection can be taken, viz., that the certificate of origin should make it clear that the hops are genuine Canadian produce, and not the re-exported product of other countries. That is a very different matter from the absurd classification of the Ministry of Food (Continuance) Act.

Vancouver to London via Panama.

The expected arrival this week, at the port of London, of the first grain cargo ever shipped to the United Kingdom from Vancouver *via* the Panama Canal, is looked forward to with great interest, suggesting as it does the possibilities of a great development in the transportation of wheat from the westernmost prairies to British markets. The shipment totals about 3,200 tons of wheat, and is coming in the pioneer Johnson liner, *Buenos Aires,* which has called at San Francisco and New York *en route*. The railway run from Calgary, Alberta, to Vancouver, is only 640 miles, while to Montreal, Canada's chief port on the Atlantic, the rail distance is close on 2,250 miles. On the other hand, the sea mileage from the British Columbian port to Britain, which, prior to the opening of the Panama Canal, was about 14,550 via Cape Horn and the Straits of Magellan, is now reduced to 8,900 miles.

During the voyage the *Buenos Aires* will have passed through temperatures greatly varying from that encountered on the direct 3,000-mile trans-Atlantic route from Montreal or St. John to London, and sceptics as to the advantageous use of the new Pacific route who have urged the possible deterioration of the cargoes will be further confounded by its arrival in good condition. It is also well to remember that the voyage of the *Buenos Aires* would have been much shorter had she not called at New York *en route*. Mr. Johnson, managing owner of the Johnson Line, is accompanying the vessel on this pioneer voyage of an important line between the Canadian Pacific coast and Europe.

* * *

Tariffs and Freights.

Without altogether accepting the optimistic statement by the Agent-General for British Columbia, in the *Times* on Tuesday, that "this use of the Panama Canal will in time make the Pacific Ocean, instead of the Atlantic, the 'front-door' of Canada," there are genuine reasons to believe that the establishment of direct regular steamship communication between Canadian Pacific ports and Europe will sooner or later play a big part in the greater development of Canada.

Much, however, depends upon the Dominion's adopting such a tariff policy as will ensure such vessels obtaining sufficient outward freight to enable the homeward freight rates to compete with those on the direct trans-Atlantic route. Indeed, this question of outward as well as homeward cargoes is becoming a serious factor in the development of trade within the Empire.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or $1, for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

FAIRBAIRN.—At Calgary, on February 20, the wife of D. C. Fairbairn (*née* Bessie Robertson), a son.

GRAY.—At Carberry, Manitoba, on February 18, to Mr. and Mrs. Henry Gray (*née* Bella Muir), a son.

HOGG.—At Sherbourne Street, Toronto, on February 19, to Mr. and Mrs. Douglas Hogg, a son.

MARRIAGES.

GREEN—MCKEE.—On February 3, at the residence of the bride's mother, 696, Main Street E., Hamilton, by the Rev. Canon Samuel Daw, Violet W. McKee, youngest daughter of Mrs. Violet McKee and the late William Henry McKee, to John Thomson Green, M.D.

DEATHS.

CREED.—On February 16, at St. Helens, Park Crescent, Southsea, Annie Grant, widow of Samuel Creed, aged 81. (Canadian papers, please copy.)

M'ADAM.—At Toronto, on February 19, Agnes Boyle, beloved wife of James M'Adam, late of 245, North Woodside Road, Glasgow.

POWLES.—On February 21, at 52, Benthal Road, Stoke Newington, Emma Sophia, aged 79, widow of the late Charles Powles, and daughter of the late John and Jane Smith, of Quebec. (Canadian papers, please copy.)

PRENTICE.—On Monday, February 21, suddenly, from heart failure, at 40, North Audley Street, London, W., Graham Auldjo, the dearly-loved son of the late Edward Alexander Prentice and Eweretta Auldjo Prentice, of Montreal. (Canadian papers, please copy.)

ROBERTSON.—On February 24, at Broughton Lodge, Redhill, Surrey, Barbara Anne, widow of James Robertson, of Nelson, British Columbia, in her 66th year.

WILLIAMS.—At 54, Avondale Road, Croydon, on February 24, the wife of Dr. A. D. Williams, formerly of Toronto and British Guiana, after a long illness.

WOOLF.—On February 9, at Winnipeg, Lewis Alvan, second son of the late Henry Woolf and of Annie Woolf, aged 50 years.

IN MEMORIAM.

HUDDART.—To the cherished memory of James Huddart, F.R.G.S., Chairman Huddart, Parker, prop., Melbourne, Founder of the Canadian-Australasian R.M.S. Line. Died February 27, 1901. He sowed, others reap. And of his beloved sons, J. Thel T., died during training at Sydney, August 18, 1915; Lindow H. Leofric, (M.A., Assoc.Inst.C.E., Assoc.Inst.M. and M., Lt., R.E., died on Active Service at Duthumie, E. Africa, February 5, 1917; Cymbeline Alonso Edric, Sen. Mids. H.M.S. *Doris*, posth. C.S.C., killed in action, Grasgan, November 25, 1899. (Australasian, Canadian, N. Zealand, African papers, please copy.)

Co-Partnership in Ability.

A very helpful and suggestive letter from Senator McLennan on the subject of Lord Milner's recent interview with our contemporary appeared in the *Morning Post*. The Senator fully agrees with Lord Milner that in regard to the question of Empire partnership, the next move must come from the Dominions. The Senator suggests that the real solidarity of the different portions of the Empire can best be emphasised by a more frequent selection of men from the Dominions "for members of missions and commissions dealing with matters of Imperial and international import," pointing out very truly that "the trust implied in a call to service stimulates fellowship." All students of Empire development will agree heartily with the truth and the expediency of this suggestion, which we think has been realised and acted upon by the Mother Country, perhaps more than is always realised overseas.

It is common knowledge that during the war Dominion statesmen, scientists and business men were given charge of matters "of Imperial or international import." At the present moment General Guggisberg is the Governor of the Gold Coast, and another Canadian, Sir Percy Girouard, filled the same position first in Northern Nigeria and then in East Africa. In the British House of Commons it is well known that Dominion birth is far from being a handicap in public life in the Mother Country. While it is most desirable that the use of the best brains from overseas in the services of the Empire as a whole should be sedulously fostered, the fact should be recognised and appreciated that the Mother Country has not been neglectful in this matter; and as to the rest "the next move" is up to the Dominions.

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"Family Houses" for Overseas Visitors.

We have received particulars of an interesting project designed for the benefit of visitors to the Mother Country from overseas.

Its aim is the starting of "family houses," where the needs of parents with children, travelling or needing temporary quarters, will be "studied and arranged for on sensible homely lines." Many details have been thought out for the achievement of the object in view, in the direction of securing suitable accommodation on the one hand, and on the other, ensuring the happiness and proper care of the children and the comfort of their parents and their freedom from unnecessary harassment.

What is planned, in short, is a special kind of hotel for a special need, with appropriate distinctive features. It is to be run, we are told, "not as a money-making concern, but with profits in the hands of trustees and devoted to the extension of the idea." It is proposed to start it by means of a loan fund, and afterwards to form a company for carrying it on. The idea is a novel one, and will no doubt appeal to many who have themselves experienced difficulty when travelling with children, or whose friends have done so. Some doubt may be expressed as to its practicability, and especially its ability to be self-supporting, in view of the fact that the stream of visitors is not so large in winter as in summer. Further details, statistics, and estimates, however, can be obtained from the organiser, Mrs. Goch, 93, Belgrave Road, London, S.W.1.

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It is semi-officially announced that Canada's Air Force will be organised on a permanent basis.

Since the Soldiers' Settlement Board started work in British Columbia loans have been made to 2,410 settlers, of whom 397 had been trained in agricultural work. More than 600 have completed payments to-day.

The Newfoundland Post Office authorities announce the inauguration at an early date of an aeroplane mail service in the North portion of the Island. The usual postal rates will be charged.

The ex-Canadian soldier, Charles Tellett, who was sentenced to death at the Old Bailey for the murder of his sister-in-law, has lodged an appeal, and his execution, which was to have taken place on Tuesday, has been postponed. Strong efforts are being made by the G.W.V.A. and others, both in England and in Canada, for a re-trial, on the ground that evidence of mental derangement, following the man's service disability, was not considered. The Canadian Government is arranging for legal representation.

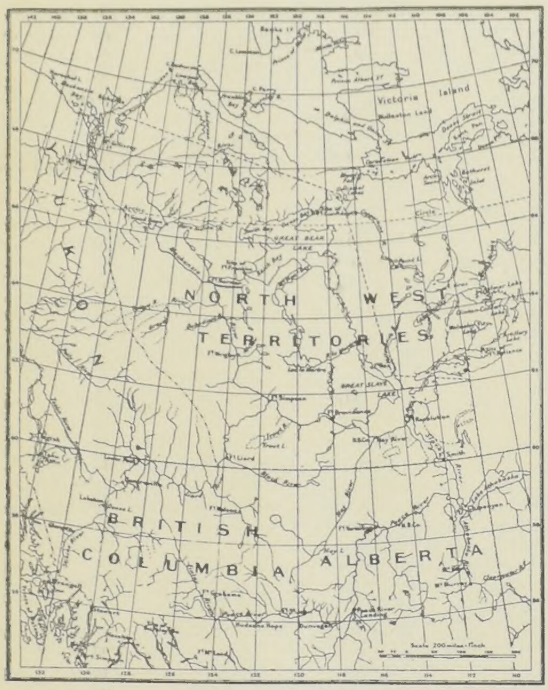
THE NEW NORTHERN OIL FIELDS.—I.

Location in the Mackenzie River Basin—When and How to Travel.

By F. H. Kitto, D.L.S., A.M.E.I.C., Natural Resources Intelligence Branch, Department of the Interior, Ottawa.

THE new oil fields of Northern Canada are located in the Provisional District of Mackenzie, one of the three districts constituting the North-West Territories. The territories are under the direct administration of a Commissioner, with head offices at Ottawa, *i.e.*, Mr. W. W. Cory, C.M.G., who is also Deputy Minister of the Department of the Interior.

The natural resources of the Territories (minerals, forests, game, etc.) are the property of the Crown, and are controlled by the Commissioner and the various Federal Departments. Mineral claims (including petroleum and natural gas claims) fall under the jurisdiction of the Mining Lands and Yukon Branch of the Department of the Interior. The recording office for Mackenzie district is at Edmonton, but sub-agents



THE LOCATION OF THE NEW OILFIELDS.
Fort Norman (under-lined) is just above "North" in the title "North-West Territories."

are located at Fort Smith and Simpson, with whom claims may be filed for transmission to Edmonton. Forest resources fall under the jurisdiction of the Timber and Grazing Branch of the Interior Department. The Crown Timber office at Edmonton is the local office for Mackenzie district.

The game is protected by the North-West Game Act, which is administered by the Commissioner of Dominion Parks, Ottawa, and enforced by the officers of the Royal Canadian Mounted Police. The fisheries of the district fall under the jurisdiction of the Fisheries Branch of the Department of Marine.

Law and order are maintained by the Royal Canadian Mounted Police and resident Justices of the Peace. Detachments of the former are located at various points throughout the district.

Location and Area.

The district of Mackenzie extends from latitude 60 degrees north (the northern boundary of Saskatchewan, Alberta, and British Columbia) to the Arctic coast, and from longitude 102 degrees west to the eastern boundary of the Yukon Territory. The total area of the district is approximately 525,000 square miles. Its outstanding physical features are Great Slave Lake (over 10,000 square miles in extent), Great Bear Lake (nearly 12,000 square miles), and Mackenzie River (nearly 1,500 miles in length, or with its principal tributary, the Peace, over 2,500 miles). The oil fields of Northern Canada are located in the Mackenzie Basin, and are, according to the Geological Survey of Canada, approximately 300,000 square miles in extent.

The natural gateway to Mackenzie is at Fort Smith, on Slave River, at the crossing of the Alberta-Mackenzie boundary line.

The Royal Canadian Mounted Police are authorised to refuse right of entry to persons insufficiently equipped or physically unfit to withstand conditions in such northern and sparsely occupied areas, or for any other reasons deemed advisable.

Fur Trading Posts.

The principal, and practically the only, industry heretofore carried on in this district is the fur trade. Prospecting for oil has recently been conducted by the Imperial Oil Co. at two points, viz. (1), at Windy Point, on the northern shore of Great Slave Lake, and (2) at a point on the right bank of Mackenzie River about forty-five miles below Norman.

The principal fur trading posts are located as follows:—Fort Smith—on Slave River, in latitude 60 degrees north; Resolution—on the south shore of Great Slave Lake, at the mouth of the Great Slave River; Hay River—on the south shore of Great Slave Lake, at the mouth of Hay River; Providence—on Mackenzie River, below the lake; Simpson—on Mackenzie River, at the mouth of Liard River; Wrigley—on Mackenzie River, in about latitude 63 degrees; Norman—on Mackenzie River, at the mouth of Great Bear River; Good

HORSES SWIMMING THE ATHABASKA RIVER.

Hope—on Mackenzie River, near the Arctic Circle; Arctic Red River—on Mackenzie River, just above the delta; McPherson—on Peel River, just above the Mackenzie delta; Liard—on Liard River, in the south-west corner of the district; Rae—on the north-west arm of Great Slave Lake; Herschell—on Herschell Island (Provisional District of Franklin). There are also a few posts along the Arctic coast and in the Mackenzie delta.

Detachments of the Royal Canadian Mounted Police are found at Fitzgerald (near Fort Smith), Resolution, Simpson, Norman, Herschell Island, McPherson, and Tree River (Coronation Gulf).

Anglican or Roman Catholic missions (in many cases both) are found at every post mentioned. Hospitals are maintained by the Roman Catholic mission at Fort Smith and Simpson.

Fort Norman Oil Strike.

The Imperial Oil Co., during the summer of 1919, transported a drilling outfit into the Mackenzie district, and set it up on the right bank of Mackenzie River, about 45 miles below Norman, which lies about 900 miles in an air-line north-west of Edmonton, or about double this distance by the ordinary routes of travel. A drilling crew spent the winter of 1919-20 here, and in the early spring of 1920 commenced drilling operations. In July of 1920 a second drilling crew arrived to relieve the former crew. A geological party also worked during the summers in the neighbourhood.

During the summer of 1920 small flows of high-grade oil were reported as having been encountered at depths of approximately 200 to 400 feet respectively. Toward the close of the season a gusher was said to have been struck at 800 feet. Press reports stated that the flow would amount to 1,000 or 1,500 barrels per day. Other reports are even more sensational. Concerning this strike the following statement was wired to the Natural Resources Intelligence Branch by Mr. Charles E. Taylor, of Edmonton, under whose direct administration the prospecting activities of the Imperial Oil Co. are conducted in these fields: "Well is very encouraging, and while somewhat over-rated by the Press renders hope that prospecting of the area will result in sufficient production being obtained in a few years to warrant the development of some transportation scheme whereby the production can be utilised."

Acquiring of Claims.

Claims in the Mackenzie district must be staked out on the ground (the land being unsurveyed) in accordance with instructions contained in the Regulations. Application for lease must be made in person to the agent or to a sub-agent for transmission to the agent. The maximum area of a claim is 640 acres, of which one-half shall constitute a Government reserve. The rental of a lease is 50 cents per acre for the first year, and $1 per acre for each subsequent year, payable yearly in advance. A recording fee of $5, together with the amount of the first year's rental, must accompany each application for lease.

Prospecting machinery and equipment is required to be placed on the ground within one year from date of lease, and boring operations to be commenced within fifteen months. Royalty on the product of a location is payable as set forth in the Regulations. Copies of the Regulations should be secured and their contents carefully noted by intending stakers.

Transportation Facilities.

Three trading and transportation companies offer passenger and freight services during the season of navigation. These companies are the Hudson's Bay Co., Northern Trading Co., Ltd., and Lamson & Hubbard Canadian Co., Ltd.

Edmonton is the logical outfitting point, with Fort Smith the point of entry to the district. Between these points there

THE BANKS OF PEACE RIVER VALLEY.

is a choice of two routes, *i.e.*, the Peace River Route and the Athabaska route.

The Peace River route is as follows:—Edmonton to Peace River via the Edmonton, Dunvegan and British Columbia Railway, 312 miles, semi-weekly service; Pullman and dining cars. Peace River to Vermilion Chutes by steamboat, 300 miles. Portage around chutes 4 miles, wagon road. Vermilion Chutes to Fitzgerald by steamboat, 275 miles. A weekly service is maintained between Peace River and Fitzgerald by the Lamson & Hubbard Canadian Co., Fitzgerald to Fort Smith; portage 16 miles, wagon road.

The Athabaska route is as follows:—Edmonton to McMurray by the Alberta Great Waterways Railway, 290 miles; service at present uncertain. McMurray to Fitzgerald by steamboat, 285 miles. The Hudson's Bay Co. and the Northern Trading Co. operate boats on this run, and a weekly or more frequent service is maintained. Fitzgerald to Fort Smith, portage 16 miles, wagon road. From Fort Smith there is uninterrupted navigation north and west following Slave River, Great Slave Lake, and Mackenzie River to the Arctic coast. Boats on this run are: *The Mackenzie River*, Hudson's Bay Co.; *The Distributor*, Lamson & Hubbard Canadian Co.; and *The Northland Trader*, Northern Trading Co. The usual schedule on this run has included one round trip to McPherson, a second trip to Norman, and a third trip, if required, to Hay River or Simpson.

Approximate mileages from Edmonton via the Peace River route are as follows:—

	Miles
Edmonton to Peace River (rail)	312
Peace River to Vermilion chutes (steamer)	300
Vermilion chutes portage	4
Vermilion chutes to Fitzgerald (steamer)	275
Fitzgerald to Fort Smith (portage)	16
Fort Smith to Resolution (steamer)	195
Resolution to Hay River (steamer)	70
Hay River to Providence (steamer)	95
Providence to Simpson (steamer)	165
Simpson to Wrig'ey (steamer)	135
Wrigley to Norman (steamer)	185
Norman to Good Hope (steamer)	170
Good Hope to Arctic Red River (steamer)	220
Arctic Red River to McPherson (steamer)	65

Navigation on the Peace, Athabaska, and Slave Rivers commences about the middle of May and lasts until about the middle of October. The Mackenzie River run is restricted to a short season by ice on Great Slave Lake. This lake seldom opens for navigation till about July 1, and some years until nearly the middle of July. Low water and early frosts shorten the fall season also. Below the lake the river is navigable about a month earlier.

The actual travelling time from Edmonton to McPherson, at an average rate of 15 miles per hour, would slightly exceed six days, and three times as long should be allowed for returning, making a total of about twenty-five days for the round trip. Owing to stops and delays, depending on freight movements, ice and weather conditions, etc., the round trip from Fort Smith to McPherson is usually given a spread of four weeks. Boats leave Fort Smith as soon as the ice in Great Slave Lake is believed to be clear. As no means are available for receiving speedy reports from the lake or for sending notices to Edmonton, passengers must be on hand early and be prepared for unavoidable waits. A safe estimate of the time required for a round trip from Edmonton to Norman or McPherson would be six weeks to two months, leaving Edmonton after the middle of June.

A rough estimate of the cost of a trip into this district can be made from the following figures deduced from tariffs in effect in 1920:—

Railways.—Passengers and freight, Canadian Western rates.

Steamboats.—Passengers, going down-stream, 4 to 8 cents per mile; up-stream, 6 to 14 cents per mile; meals, $1; berths, $1 Freight, down-stream, half cent and up per pound per hundred miles; up-stream, three-quarters cent and up per pound per hundred miles. Special rates on cattle, dogs, canoes, and machinery.

Fort Smith portage.—Passengers $5 each. Freight, one cent per pound; canoes, $5 each.

These rates are approximate only, and are now out of date. For particulars of new rates, schedules, etc., for 1921 on these northern lines of travelling, application should be made to the following at Edmonton, Alberta:—

Passenger and Freight Agent, Edmonton, Dunvegan and British Columbia Railway; Passenger and Freight Agent, Alberta Great Waterways Railway; Transportation Manager, Hudson's Bay Company; Transportation Manager, Northern Trading Company, Limited; Transportation Manager, Lamson and Hubbard Canadian Company, Limited.

(To be continued.)

(Other photographs appear on our centre double-page.)

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HOW TO KILL A SOCIETY.

According to the Toronto *Mail and Empire*, the Engineering Institute of Canada has the following ten suggestions to offer as to how a business club can be killed:—

Don't go to the meetings.

If you do go, go late.

If the weather doesn't suit you, don't think of going.

If you do attend a meeting, find fault with the work of the officers and members.

Never accept office, as it is easier to criticise than to do things.

Get sore if you are not appointed on committee, but if you are, do not attend committee meetings.

If asked by the Chairman to give your opinion on some matter, tell him you have nothing to say. After the meeting tell every one how things should be done.

Do nothing more than absolutely necessary, but when members use their ability to help matters along, howl that the institution is run by a clique.

Hold back your dues, or don't pay at all.

Don't bother about getting new members. "Let George do it."

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MISS BISHOP'S TOURS.

Among our women travellers, Miss N. S. Bishop, F.R.G.S., holds a distinguished place, and the private social tours she has arranged are in many respects distinctive. A world-traveller, she yet has a more complete knowledge of Europe and North Africa than falls to the lot of most other individual travellers.

Her programme of tours for this spring has included Egypt, Algeria and Italy. Sicily is to come, followed by Spain on April 26. Her tour through this land of romance embraces all the most notable and interesting places it contains—the great Cathedral cities; Seville, its very heart; the Escorial, the mausoleum of kings; Ronda, the picturesque; Madrid, the capital; and Algeciras, its most southerly town. Morocco is also included in this comprehensive tour, a short time being spent in Tangier, whence an expedition will be made to Cape Spartel.

Miss Bishop's programme of summer tours gives a varied and delightful choice. Programmes may be obtained from her residence, 159, Auckland Road, Upper Norwood, London, S.E.10

BOYS' AND GIRLS' CLUBS IN MANITOBA.

By T. S. Acheson, General Accountant Agent, C.P.R., Winnipeg

TO make one's life more attractive, to give it an outlook, to make one realise that one's avocation is going to call for mental ability of high order as well as for physical strength, is an important and interesting task. If this can be done, and, at the same time, pleasure had and lasting friendships formed, profit and recreation will happily mingle.

This is done through Boys' and Girls' Clubs, and the teaching in the public schools of Manitoba of agriculture and home-making. In 1912, seven such clubs were organised with an initial membership of 750, and so popular has the movement proved that there are to-day 240 such clubs, 1,500 branch clubs and a total membership of 30,000. Practically all girls and boys between the ages of ten and nineteen in that Province outside of the cities are members of the clubs, with the result that future emphasis in this connection is directed towards making the work more efficient.

For organisation purposes, the Public School Inspectoral Division is taken as the unit and the Public School Inspector is chief executive officer. General organisation work is under the charge of the Agricultural Extension Service, and from two to four members devote all their time to club work throughout the year, while at certain busy seasons of the year, when, for instance, club fairs are being held, the whole Extension Staff as well as the majority of the Agricultural College Staff turns in to help to judge the thousands of exhibits that are on display at these fairs.

Government encouragement of the movement is shown in the provision of 50 per cent. of the money paid out in cash prizes on agricultural and home economics, and 50 per cent. on school exhibits up to 15 per cent. of the total Government grant; the amount required for such purposes this year was $20,000. Manitoba is the only Province that tangibly assists clubs to hold fairs in this manner, and after four years' experience it is evidently well satisfied with the result and convinced that such assistance has materially contributed to the success of the movement.

For the present it is necessary to depend on local volunteer adult leadership, and this leadership has been provided by such organisations as the public school teachers, agricultural societies, poultry associations, [illegible] women wide-awake enough to see that the success of the community depended on the success of all individuals in the community.

The work is confined to a few well-defined projects, there being six in agriculture and three in home-keeping. However, the girls do not confine themselves to strictly home-keeping subjects, but are frequent competitors in almost every phase of agricultural work, and occasionally [illegible] found who shows expertness in the home-making projects and who, it is believed, will be eagerly sought after in later years.

The number taking part in the various projects as shown by the following list: Gardening, 15,000; sewing, 12,000; cookery, 12,000; poultry, 5,000; canning, 5,000; live stock, 1,500; grain growing, 2,500; dairying, 2,300; and wood work, 1,800, indicates that some subjects are more popular than others. The difference is more a question of circumstances. Many club members living in towns cannot go in for live stock, grain growing and dairying to the extent that they would like, and, generally, these cannot be taken up in the country except by the 'teen age members, while in the projects like gardening, poultry raising and sewing all members can take part.

The four-leaf clover, the emblem of good luck, with a capital "H" on each leaf, has been adopted as the club emblem. The four "H's" typify the all-round development which club work stands for, "Head, Hand, Heart and Health."

In the past, the greatest emphasis has perhaps been placed on the training of the hand through agricultural and home-making pursuits. The 1921 programme, however, will emphasise the four-fold function of club work, and will seek to develop well-balanced, thoughtful, energetic, companionable country-minded boys and girls.

The feature of club work that makes it superior to practically all other 'teen age organisations, such as the Boy Scouts, Cadets, Tuxis Squares, Trail Rangers, etc., is ownership. Practically all the good features in these splendid city boy organisations are included in the Boys' and Girls' Club scheme, and, in addition, provision is made for each member to raise chickens or pigs or calves and sheep, to plant a gar-

RECREATION TIME AT A WINNIPEG [illegible]

den and preserve the products, to have a quarter-acre plot of certified disease-free potatoes, and, lastly, to be able to sell his or her product and open a snug bank account, not for the purpose of hoarding, but to have it available for use when a favourable opportunity presents itself.

Neither the boy nor girl who has no money to spend, nor the one who gets all he wants to spend, has any idea of the value of money or how to advantageously spend it when he or she does happen to have it, compared with the boy who earns it and is free to invest it as his judgment suggests.

Team a Demonstration Work.

A feature of club work developed during the past year that offers great possibilities is team demonstration work. A demonstration team consists of three girls or three boys, a captain and two assistants. Such a team will take an agricultural or home economics subject and by dramatising it, invest it with such interest that not only do the members of the team, but those who have the opportunity of listening to them, see in it a subject capable of untold interest and investigation.

The captain of a cow-testing team, for instance, will give an interesting review of dairy cattle from the time of the Pilgrim Fathers, when John Alden is said to have taken Priscilla Mellen to their future home on the back of a Holstein bullock, up to the present, when magnificent herds of Holsteins, Ayrshires, and Shorthorns are to be found in many parts of the Province. While she is giving this description, her team-mates are busily unpacking a Babcock tester and preparing for a demonstration of its use. Not more than ten minutes are taken by the captain with the historic part of the programme. She then steps aside and is soon busily engaged with a part of the mechanical work connected with the demonstration, while one of her team-mates takes her place and explains the theory of cow-testing and its advantages. The third member then explains the make of the machine, tells something of the inventor, and shows how to use it.

The members work together with such clock-like regularity that one or other is always speaking, and the two are doing the actual mechanical work at the same time, and when the demonstration is completed, the table is cleared and everything packed away.

Team demonstration work develops co-operation, the ability to speak in public, habits of reading and research, neatness, accuracy and speed, local pride in the community, and a good practical knowledge of the subject.

Manitoba has teams on canning, cookery, sewing, garment dyeing, stock judging, vegetable judging, and grain inspection. Recently, one section of the district champion demonstration team spent a whole week in Winnipeg in sight-seeing, entertainment, and education, as a reward for achievement in club work for their respective districts.

By these means agricultural education is being made a joy and entertainment to thousands of Manitoba's boys and girls. The movement will make for better and happier homes and greater agricultural future output.

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JOURNAL OF THE PARLIAMENTS OF THE EMPIRE.

The present quarterly volume of the *Journal of the Parliaments of the Empire*, issued under the authority of the Empire Parliamentary Association (U.K. Branch), constitutes the first number of the second volume. The editor is quite justified in claiming that the publication has accomplished what it set out to do, viz., to provide a satisfactory summary of the proceedings of general interest occurring in the Parliaments of the Empire, in order that members of those Parliaments may be kept constantly informed of each other's point of view and legislative proposals. The index to the first volume, now published, shows how comprehensively the ground has been covered.

The Canadian legislation under review in the present issue relates to naturalisation, taxation, pensions, soldier settlement, industrial disputes, Indians, elections, etc.; that in Newfoundland to the Peace treaties, former enemy aliens, shipbuilding, profiteering, education, posts and telegraphs.

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The copyright law will be considered at a convention of Canadian authors to be held in Montreal on March 11 and 12.

It has been decided to hold the Bisley Meeting this year from Thursday, July 7, to Thursday, July 21.

Midshipmen H. M. S. Pentelow, F. N. Hilliard, H. Kingsley, and J. W. R. Roy, Royal Canadian Navy, have been appointed to H.M.S. *Benbow*.

The Victoria *Colonist* received from Miss Tolmie, of Cloverdale, a bouquet gathered in the hospital grounds on New Year's Day. It was composed of a rose, mignonette, pansies, doronicum, marigolds, "mourning bride," godetia, and primroses.

CANADIAN PRESS VIEWS.

The Status Quo.

"Our belief is that the masses of Canadians are quite content that the final Court of jurisdiction shall continue to be the Privy Council of England, that the one remaining connection between the Mother Country and the Daughter Dominion, a representative of the Crown appointed by the Imperial Government, shall be Governor-General."—*Victoria Colonist.*

Mr. Hanna's Order.

"Notwithstanding the adverse recommendation of the majority of the Board of Conciliation appointed by the Minister of Labour to investigate the dispute between the management and employees of the Canadian National Railways over the 'no politics' order of the former, President Hanna's action stands upon rather firm ground. A condition which would give to subordinates in the Canadian Government railways an opportunity of criticising their superiors from, say, the floor of Parliament would operate detrimentally to the management of the system."—*Victoria Times.*

An Ominous Finding.

"We are not sure but that a grave injury has been done to the cause of public ownership by the majority finding of the Board of Conciliation in the case of the National Railway system and the claim of the employees to be free to enter political office. No municipality in Canada would tolerate municipal employees running for aldermen, for instance: and the case is not different as regards railwaymen employed by the public running for political office which will take them away from their work and in which they will have more or less control over the wages paid them out of the public Treasury, and will also be subject more or less to abnormal pressure from their fellow employees as regards all conditions of pay and employment on the railways."—*Ottawa Journal.*

Uncle Sam Strangling Trade.

"Last year we spent in the neighbourhood of two and one-half millions per day for United States goods, while we sold to that same country goods to the value of less than one and one-half millions per day. Under the tariff amendments now in progress at Washington a great deal of this market will be cut from under our feet. Of course, if we cannot sell we cannot buy, and the United States is going to lose a goodly part of the trade of her second-best customer, Canada. Most of the manufactured products which we now purchase from the United States can either be produced here or bought in Europe, and with a strong preferential tariff in favour of Great Britain, the trade will naturally seek that channel, as it should. With exchange rates where they are and with a tariff primarily designed to strangle imports into the United States, that country is ere long going to find herself with a fast declining foreign trade."—*Toronto Saturday Night.*

The Quebec Liquor Bill.

"The measure may be called one of mild temperance; it is far removed from prohibition, which fact may win it favour. It leaves untouched the present order in regard to bar rooms, whose glory has been taken away from them, though much of their trade, outside of that in spirits, remains with them. It will not be irksome to the moderate drinker; it may, compared with the older order, reduce the opportunities of the weaker brothers. It is an experiment, but the main lines have been considered elsewhere than in Quebec, and have met commendation among those who cannot accept the 'bone dry' thoroughness of the prohibitionist, while thinking that reduced opportunities to purchase will imply lessened abuse of the beverages concerned."—*Montreal Gazette.*

Short and Sweet.

"Hamar Greenwood is now charged with wrecking the Empire. Well, somebody always has to be doing it."—*Manitoba Free Press.*

"When the Irish Parliaments convene there will be ample material from which to select leaders of the Opposition."—*Vancouver Province.*

"On Candlemas Day the groundhog came out, saw that Tommy Church was still Mayor of Toronto, and went back into his hole for six more years."—*Ottawa Journal.*

"When the Duke of Connaught inaugurated the Bengal Legislative Council, we presume he got three cheers and a tiger."—*Toronto Mail and Empire.*

"A man was shot in Toronto in argument over the price of a bottle of beer. The incident will not surprise those who know what strong feelings a bottle of beer arouses in Toronto."—*Montreal Star.*

"Canada's great spring season will bring a chance to work to almost any man capable of hard labour. Our great areas need men in the fields, on the roads, in general construction, and mining and lumbering will have new vigour."—*Toronto Mail and Empire.*

CANADIAN ENGINEERING FEATS.

Difficulties Surmounted on the C.P.R. by Canadian Engineers. (*See frontispiece.*)

MR. E. W. BEATTY, President of the Canadian Pacific Railway, speaking at the annual dinner of the Engineering Institute of Canada at Toronto last month, gave some instances of the notable engineering works carried out by Canadian engineers on behalf of the C.P.R.

"In order to ensure the proper development of territory tributary to the company's lines, irrigation works of great magnitude were taken adjacent to Calgary and Lethbridge. The original location and final construction of these projects had been the work entirely of Canadian engineers, but as they were entirely new in character in Canada, and were, in fact, originated by the undertakings themselves, experts in irrigation engineering from the United States and Great Britain were consulted. In every case, however, these experts confirmed the opinion and recommendations of the Canadian engineers.

"The largest of the enterprises was an irrigation system [illegible] the local conditions was original. The reconstruction [illegible] three years, during which time not a single passenger train was delayed and no serious accident reported. The [illegible] eight of steel was twenty-eight and a half million tons, and the total cost $82,000,000.

"The third interesting undertaking was the construction of the Lethbridge viaduct, a steel trestle of 67 spans on steel towers and concrete substructure. Its length is slightly over a mile, and height over two-thirds of its length 300 feet. It is unique in two features—its height is twice the height of the Royal Bank building at the corner of King and Yonge Streets, and its construction eliminated over five miles of distance, many degrees of curvature and twenty wooden bridges aggregating three miles in length, some of them 100 feet high. The weight of the steel used in its construction was 12,000 tons, and the cost approximately $1,500,000.

"Each one of these works was immensely important and difficult to carry out, involving new methods of construction, and in each case undertaken and carried to a successful completion by Canadian engineers."

THE C.P.R.'S GREAT BASSANO DAM ACROSS THE BOW RIVER, 83 MILES EAST OF CALGARY.

attempted east of Calgary, which involved engineering features which have attracted considerable attention among your profession. They included a large dam and diversion weir across the Bow River, a large dam at Bassano, of a length of two miles, and the remarkable structure of the Brooks aqueduct, all reinforced concrete throughout its two miles of length. The construction of these systems involved the completion of over 5,000 miles of canals and ditches, serving a total area of approximately 750,000 acres of irrigable land, and represented in construction and maintenance an expenditure of over $15,000,000.

"The completion of these systems has converted what was otherwise a semi-arid district into one of the most highly developed and permanent crop-producing areas of the Dominion.

"Some years ago, in order to reduce curvature and grades and eliminate four and one-half miles of expensive snowsheds, it became necessary to penetrate the Selkirks under Mount Macdonald, 85 miles west of Field, at a point about 5,000 feet below the peak. The work was carried on under the supervision of Canadian engineers with an exactitude that speaks highly of their skill. The tunnel is 5 miles in length, 29 feet wide, with a maximum height of 24 feet. The method of construction was interesting and unique. The work was started in 1914, and the completed tunnel put in operation in 1916, the total time of construction being two and a-half years, and the total cost $6,500,000.

"I might mention two almost equally interesting but different types of construction which were undertaken by Canadian engineers for the company. The rebuilding of the St. Lawrence bridge in 1911, having a length of 3,657 feet and two main spans over the navigable channel of 410 feet long, and 60 feet above the water level. At the time of construction of the original bridge it was considered one of the most graceful and professionally notable in the world, and its reconstruction was due to the use of heavy locomotives.

"Here, again, the method of construction, by reason of

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THE PRINCE OF WALES' PRESENTS.

The Prince of Wales has arranged for the presents and addresses he received during his visit to the Dominions and Colonies in H.M.S. *Renown* to be shown at the Imperial Institute, London.

About 500 presents and addresses will be on view, including some fine examples of the illuminator's art. The Admiralty have lent a model of the *Renown* as well as the Prince's standard and other flags flown during the voyage. There will also be shown as a special section of the exhibition a selection of the presents and addresses received during the visit of the Prince to Canada.

The exhibition will be open from March 3 until the end of the month, Sundays excepted. A charge of one shilling will be made for admission, and at the desire of the Prince of Wales the proceeds will be given to the Boy Scouts' Association.

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"The arts, it is said, will soon flourish in the West. In future spirituous liquors cannot be imported into the Prairie Provinces except for medicinal, sacramental or [illegible] trial purposes, and for use—in the arts."—*La Presse*.

According to a correspondent of the *Morning Post*, a reprint of a speech of Mr. Lloyd George's, intended for distribution in Cardiganshire, referred to Sir Hamar Greenwood as "that very suspicious" (instead of "conspicuous") and brilliant member of the Liberal Association. This priceless error was observed only just in time to withdraw the leaflet from distribution.

Plans have been completed in Vancouver for the inauguration in March of an airplane passenger and light [illegible] service from Peace River Crossing to the new [illegible] Norman, a distance of some 750 miles. Orders have been placed for a Handley Page plane equipped with twin Rolls-Royce engines.

GOVERNMENT OF THE EMPIRE.

Canadian Liberals' Fear of Centralisation.

In the debate on the address in the Dominion Parliament, the Tariff, the League of Nations, and the position of Quebec have been the chief issues between the parties. Liberal speakers (says the Toronto correspondent of the *Times*) show a curious and persistent determination to convict the Government of some secret design to centralise the Government of the Empire in London.

For example, such a moderate Liberal as Dr. Beland said:—"A year ago I forecasted a move towards centralisation in the Empire. Now that movement has taken real life. Its advocates seem to feel that the British Empire has arrived at a turning point and that the only panacea is centralisation of political, military, and naval power in London." As evidence of the activity of the Imperialists he emphasised the meeting of the Imperial Press Conference in Canada, Lord Cave's visit, and the argument for the Imperial War Cabinet.

Mr. Rodolphe Lemieux lamented that Canada had the people and territory, but no sovereignty. He declared that the British Government would never permit Canada to appoint an Ambassador in Washington, and asserted that "loud protests against the proposal emanated from the British Ambassador, the Foreign Office, and the Colonial Office."

Other Liberal speakers professed great concern over the failure to appoint an Ambassador to the United States, but, according to Mr. Doherty, who answered Mr. Lemieux, an Ambassador will be appointed as soon as the Government determines who shall fill the office.

Sir George Foster, Mr. Rowell, and Mr. Doherty confined themselves, when speaking in the debate, to the position of Canada at Geneva and the authority and responsibility of the Dominion under the League of Nations. There was nothing new in the arguments advanced, and there is apparently no serious division of opinion in Parliament or in the country on this subject.

Mr. L. J. Gauthier, the Liberal Member for St. Hyacinthe, has announced his withdrawal from the Liberal Party, and bitterly attacked his old Liberal colleagues. Otherwise Quebec remains solidly opposed to the Government (adds the correspondent).

The re-organisation of the Cabinet has been postponed until the actual position in Parliament is disclosed. It is expected that in the division on the address the Government will have a majority of 15.

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STATE LIQUOR CONTROL IN B.C.

Chief Features of the Government Scheme.

The British Columbia Government's Liquor Control Bill was introduced in the Legislature on February 23.

The chief features of the measure are control of the sale of liquor by three Commissioners; establishment of Government stores throughout the Province: annual permits to residents at a cost of $5, and 30-day permits to non-residents, also at a cost of $5; no drinking in public places, including hotel dining-rooms; a $2.50 tax per quart on liquor not purchased from the Government, but imported: two quarts of whisky or 12 quarts of malt liquor to be the limit of a single purchase.

The penalty for a first offence under the illicit sale clauses will be imprisonment without option. Drunkenness anywhere will be an offence, and it will be an offence for a host to permit drunkenness among his guests.

The cost of an importer's warehouse licence is fixed at $3,000 a year. Inspectors have the right to enter and search all premises. No provision is as yet made for the sale of wine and beer by hotels, and this clause is the subject of bitter controversy.

The Bill (says the Vancouver correspondent of the *Times*) is likely to be altered considerably before it is finally passed.

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TEACHERS FOR WESTERN CANADA.

The twenty-ninth party of teachers (two men and eight women) sent out by the Fellowship of the Maple Leaf, 13, Victoria Street, London, S.W.1, has sailed from Liverpool. Of these, one was of degree standing, five were fully-trained certificated teachers, and the other four, having some experience, will teach for a few months in the prairie school, eventually entering the Normal School in Regina for training.

Other parties have been arranged for March 3 and April 14, but no others will leave England until Dr. Lloyd takes out a party on August 4.

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Returned soldiers are applying for insurance under the Government scheme at the rate of $250,000 weekly, the total value of the policies already in force being $6,000,000.

Addressing a gathering at McGill University, Montreal, Sir Ernest Shackleton said he wished to lead an expedition to discover the unknown lands of North Canada and take possession of them for Britain. His old crew was ready to start.

CANADA'S PRESENT AND FUTURE.

Mr. T. E. Merrett on Conditions and Prospects.

Before returning to Canada, Mr. T. E. Merrett, Chief Inspector of the Merchants Bank of Canada, said in an interview:-

"Our underlying conditions are sound, and the general financial situation is undoubtedly healthy and good. Industrially we have been through a period of depression which followed the war period and the immediately succeeding year or so of great prosperity and expansion.

"Commencing in the spring of 1920—when the inflation movement culminated—more or less uncertainty and retrenchment have been the dominating factors. By the autumn the reaction was in full swing, and price readjustment followed, with quite drastic scaling down of commodity values. There are signs, however, that this downward trend of values has about terminated, and some of our manufacturing friends, realising that merchandise stocks are low throughout the country, are now preparing confidently for a revival of trade. Given, then, a set of favourable underlying conditions such as we have to-day in Canada—whose population is scarcely one-tenth of the population of the United States (though her area is larger than that of the United States), whose manufacturing, agricultural, lumbering and mining resources are capable of almost unlimited development, and whose flexible banking and currency systems have stood the test and have proven adequate—there can be little room for pessimism concerning the future of her affairs.

"The Canadian banks, even in view of the enormous increases in their total assets, maintain collectively and individually an even greater relative proportion of cash and quick assets than before the war. We face the future with the utmost confidence, optimism and courage.

"We have passed the corner in respect of Government finances, and our Ministers at Ottawa realise fully, I believe, the need for exercising care in regard to the public expenditure.

"I do not," concluded Mr. Merrett, "agree with the Nova Scotia professor who has recently been quoted in the Press. Canadian affection for and loyalty to the Mother Country is stronger than ever before."

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AMONG THE ESKIMOS.

Missionary Bishop on His Flock.

The Church of England has had missions established in the Hudson's Bay territory for over seventy years, and practically all the Indians of that territory are by this time converted to Christianity.

Bishop Lofthouse, whose work in the Anglican diocese of Keewatin lies altogether among the Indians and the Eskimos, has a high opinion of these Eskimos.

"Being even of a more nomadic nature than the Indians," he told a representative of the *World* when recently in Vancouver, "they are very hard to reach from a missionary standpoint. They spend all their lives in hunting and fishing, wandering over the barren lands, pitching a camp here and then moving on, so our best chance is to reach them when they come to trade at Hudson's Bay posts. In the old days they would never come south of Fort Churchill, but now the company has established a post at Chesterfield Inlet, further north, and they make that their base of supply.

"When I was at Fort Churchill the Eskimos used to come down as far points as 500 miles away with the furs for barter. They have no idea of time, but travel by 'moons,' so that they would say they had travelled 'since three moons,' for instance, by sled and dog-team, right from as far up as Smith Sound in the Arctic circle.

"They are a simple and kind-hearted people, have no religion, practically speaking. We meet with very little opposition except from the 'medicine men,' or 'conjurors,' who, as chiefs of the tribes, consider it a loss of dignity to accept any learning from the white man.

"It is never attempted to teach the Eskimos the English language or to take them out of their own life. There is a Bible printed in the Eskimo dialect with a profusion of gutturals spaced through by 'ah's' and 'oo's' bewildering to the uninitiated, but the Eskimo takes to it quite willingly.

"Once an Eskimo, always an Eskimo. From a commercial or civilised viewpoint they are impossible. Brought even no further south than Edmonton, they die in a year or so. They are not fitted for anything other than their own elementary existence, although they are quite an intelligent people in their own way, and display wonderful mechanical invention in the way of hunting implements."

WESTERN CANADA.—Educated young Englishwoman seeks post in city—experienced with children—domesticated—trained masseuse—two years' service Canadian Convalescent Home Could arrange interview in London any time.—Box 554, *Canada*, Craven House, 113, Kingsway, London, W.C.2

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication

The Marquess of Hartington is leaving England on April 1 on a visit to his father, the Duke of Devonshire, in Canada before the Duke relinquishes the post of Governor-General. Lord Hartington will return to England in June.

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Sir Robert Borden fell heavily while walking through the Parliamentary library at Ottawa on February 23, and he may be unable to resume his Parliamentary duties for some weeks.

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The Hon. N. W. Rowell has consented, at the request of the Prime Minister, to retain his seat in the Dominion House of Commons, sitting as a Liberal Unionist, until matters connected with the League of Nations are disposed of.

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Maj.-Gen. Sir Charles Dobell, K.C.B., C.M.G., D.S.O. attended the Levee at St. James's Palace on Wednesday.

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The Hon. Manning W. Doherty, Minister of Agriculture in the Ontario Cabinet, is expected to arrive from Toronto to-day by the R.M.S. *Aquitania*.

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Dr. G. C. Creelman, Agent-General for Ontario, is still confined to his residence by illness. Pending the arrival of Mr. Doherty no announcement can be made regarding Dr. Creelman's retirement and return to Canada to accept a position in connection with the newly-formed Ontario Fruit Growers' and Exporters' Association.

* *

Lady Strathcona sailed for New York from Liverpool in the R.M.S. *Imperator* last Saturday.

* *

Lord Beaverbrook proposed "The Cinematograph Trade" at the annual dinner of the Cinematograph Exhibitors' Association of Great Britain and Ireland last week.

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Among the arrivals from Canada by the R.M.S. *Adriatic* were Lady Price and the Misses Price, Miss Irvine, Mr. and Mrs. A. B. Whitehead, Mr. and Mrs. J. K. Boswell, Miss Eleanor Ross, Miss Lucille Doucet and Miss Blackburn, Mr. Frank Adams, Lady Gordon, Sir Henry and Lady Egan, Major C. de B. Doucet, Mr. and Mrs. W. G. Henshaw, and Mr. C. G. Howard.

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The departures by the R.M.S. *Empress of Britain* last week included Col. K. C. Hodson, Lord Charles Cavendish, Lt.-Col. W. M. Hart, Mr. E. Hodgson, Lt.-Col. M. E. Lindsay, and Mr. T. E. Merrett.

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Mr. Arthur G. Penny, editor of the Quebec *Chronicle*, and a former member of the staff of *Canada*, has been appointed a Chevalier of the Order of Danilo I. by the King of Montenegro, in recognition of his services to the cause of that country in a recent controversy.

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Among those present at the farewell dinner given to the American Ambassador in London on Monday by the Pilgrims' Society were Sir George Perley, Sir Hamar Greenwood, Sir Campbell Stuart, Sir James Leigh Wood, Sir George McLaren Brown, Sir Harry Brittain, Lt.-Col. Grant Morden, the Hon. Angus McDonnell, Lt.-Col. Donald Armour, Mr. John Howard, and Mr. Moreton Frewen.

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Mr. Seth Marshall and Mr. L. J. Waldon, of the Marshall Wells Co., Ltd., are at the Hotel Cecil.

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The mover and seconder of the reply to the Address from the Throne in the

THE MAN OF THE MOMENT: SIR HAMAR GREENWOOD, BT., M.P., CHIEF SECRETARY FOR IRELAND.

Photo: W. M. Dodson, Newcastle-upon-Tyne

Dominion Parliament were Mr. James McIsaac, King's, P.E.I., and Mr. J. A. McKelvey, Yale, B.C., both journalists. Mr. McIsaac has been a member of the Commons since 1917, and previous to that was for some time a representative in the Prince Edward Island Legislature. Mr. J. A. McKelvey was elected in the recent bye-election in Yale to succeed the Hon. Martin Burrell.

* *

The following have been elected as officers and committee of the Canadian section of the British Chamber of Commerce in Paris:—Hon. Chairman, Mr. H. F. Fletcher, O.B.E.; Chairman, Mr. F. G. Dastous; Vice-Chairman, Mr. J. E. M. Robert; Committee, Messrs. J. O. Baillargeon, C. E. Billard, W. H. Dorey (Hon. Secretary), J. S. Duncan, C. O. Lacroix, W. Magladery, J. L. L. Palmer, L. Pratt, and W. Warren.

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Sir Frederick Orr-Lewis has left London for the Riviera.

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Mr. Charles Cambie, London manager of the Canadian Bank of Commerce, returned to London last Sunday from Norway, Sweden, and Denmark, via Bremen and Hamburg.

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Mr. William Phillips, European manager of the Canadian National Railways and Canadian Government Merchant Marine, has returned to London from a

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[illegible] the Imperial Au[illegible]

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Mr. John Beattie Crozier, [illegible] ross and £1,665 net. [illegible] to his daughter Gladys.

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Peterson, K.C.M.G., formerly Principal of McGill [illegible] Montreal, left estate of the gross value £15,186, with net personality of £11,541. He left all his property absolutely to his widow.

* *

Lt. Michael O'Leary, V.C., the famous Irish Guardsman, who was for [illegible] the Royal North-West Mounted P[illegible] sailed for Liverpool by the C.P.O.S. *Empress of Britain* last week. He is returning to the West, but is uncertain as to what occupation he will take up.

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At the Imperial Customs Conference which is being held in London this week Canada is represented by Mr. S. [illegible] McMichael (Chief and General Inspector of Customs), and Mr. J. S. Roe, Ottawa, and Newfoundland by Mr. V. Gordon (Secretary to the High Commissioner's Office).

* *

Mr. G. M. Bosworth, chairman of the Canadian Pacific Ocean Services, left Vancouver by the R.M.S. *Empress of* [illegible] for the Orient. Mr. Bosworth is to make a tour of inspection in Japan, China, and the Philippines, where he will also make the overland trip to Pekin and [illegible] Korea. The trip will extend over a period of three months.

* *

Mr. John Hyde, the Montreal chartered accountant, has been notified by the secretary of the Society of Incorporated Accountants and Auditors (England) that in recognition of his services to the society and the accountancy profession in Canada, he has been elected an honorary member of the society. There are only three other such members on the roll.

ENGAGEMENTS AND MARRIAGES.

The marriage took place in All Saints' Church, Ottawa, on February 22, of Margaret Cameron, eldest daughter of Col. and Mrs. James W. Woods, to Major George Sackville Browne, D.S.O., of the Canadian Horse Artillery, son of the late Dr. A. A. Browne and Mrs. Browne, of Montreal.

* *

At St. Paul's Church, Vancouver, Gladys, daughter of Dr. and Mrs. J. Ellis Griffith, was married to Mr. Hubert A. Wallace, son of Mr. and Mrs. A. [illegible]

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The marriage has taken place at Montreal of Major H. T. Goodeve, of Ottawa, son of the late Mr. A. S. Goodeve, Railway Commissioner, and Miss Beryl [illegible] of London, England.

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At the residence of Mr. and Mrs. J. W. Conrad, 274, Addington Avenue, Westmount, their only daughter, Ethel, was married to Mr. Kenneth A. M[illegible] of Winnipeg, nephew of Mr. [illegible] MacLennan, of West[illegible]

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Principal and Mrs. W. J. Fenton, Brampton, announce the engag[illegible] their daughter, Frances Mary Macl[illegible] to Mr. John Arthur Carroll, B.S.A. (late Lieut., R.H.A.), also of Brampton, son of Mr. and Mrs. Wm. Carroll, L[illegible]

ONTARIO PROVINCE.

OTTAWA.—The construction of an imposing structure to house the Ottawa office of the Canadian Bank of Commerce here will be started on April 1, on the north side of Sparks Street, between Metcalfe and O'Connor Streets.

——The directors of the Central Exhibition will spend $5,000 on improvement to the exhibition grounds to alleviate unemployment.

——The Civil Service Commission announces the promotion of Mr. Harry W. Brown from the position of Director of Contracts at the Militia Department to that of Assistant Minister of Militia.

The fire loss in Canada in 1920 was approximately $27,400,000, equal to about $3.42 per capita on an 8,000,000 population, or $17.10 per family, according to a statement by the Commission of Conservation.

At the closing session of the annual convention of the Canadian Electric Railway Association here, Mr. G. G. Gale, vice-president of the Hull Electric Railway Co., was elected president; Maj. F. D. Burpee, manager of the Ottawa Electric Railway Co., and Mr. George Kidd, Vancouver, vice-presidents.

——At the meeting of the Dominion Land Surveyors' Association convention the following officers were elected for the ensuing year:—President, Mr. G. H. Blanchet, Ottawa; vice-president, Mr. G. H. Herriot, Winnipeg; secretary, Mr. W. E. Maciquham, Ottawa.

TORONTO.—Mr. Daggitt, secretary of the Building Trades' Council, announces the wage scale of 18 local unions affiliated with the Council and the A.F. of L. as decided upon as follows for 1921:—Bricklayers, $1 per hour; structural iron workers, 85 cents; carpenters, 90 cents; cement finishers, 75 cents; electricians, 87½ cents; elevator constructors, 80 cents; hoisting and portable engineers, 80 cents to $1; granite cutters, $1; lathers, $1; builders' labourers, 60 cents; marble workers, 75 cents; sheet metal workers, 90 cents; painters, 75 cents; plasterers, $1; plumbers, 90 cents; steam fitters, 90 cents; stonecutters, $1; stonemasons, $1. All work eight hours a day, five days a week, and four hours Saturdays.

Mr. Hugh S. Eayrs has taken over the management of the Macmillan Co. of Canada, Ltd., succeeding Mr. Frank Wise, resigned.

——The Hon. Peter Smith, M.P.P., Provincial Treasurer, expects to realise a surplus of $3,500,000 during the coming fiscal year.

This Province is to spend $20,000,000 on good roads, to be paid at the rate of $2,000,000 annually from the revenue received for motor vehicle licences.

——At the annual general meeting of the Canadian Military Institute the following officers were elected for the ensuing year: President, Col. W. Hendrie, Hamilton; vice-presidents; Maj. Gen. Victor Williams, Maj.-Gen. Sir E. W. B. Morrison, Maj.-Gen. Sir A. C. Macdonell, Maj.-Gen. J. L. Biggar, Maj. Gen. Henri Panet, Lieut.-Col. Vaux Chadwick, Lieut.-Col. E. S. Wigle (Windsor), Lieut.-Col. R. C. Leonard (St. Catharines), Lieut.-Col. Cyrus W. Peck, V.C., Maj. H. M. Mowat; secretary, Maj. N. P. Kelley.

KITCHENER.—The will of the late Mr. James Livingston, ex-M.P., of Baden, Ont., dated March 3, 1920, disposes of an estate of $553,803.

SIMCOE.—The Norfolk Fruit Growers' Association has re-elected the executive of 1920. There was a large turnout and a spirit of satisfaction was evident.

WINDSOR.—Statistics prepared by the collectors' staff of the Canadian Customs on the number of automobiles which crossed to Canada at this point last year indicate at least $4,000,000 was left in Canada by American tourists travelling in automobiles. During 1920, 352,534 machines left licence cards with Customs' officials, and the average number of persons each machine carried is estimated at three. This would make a total of approximately 2,000,000 persons crossing the boundary here.

QUEBEC PROVINCE.

QUEBEC.—The Hon. A. Galipeault states that the amount paid for salaries and contingent expenses of the Lieutenant-Governor's offices for 1919 and for his residence at Spencerwood was $58,978, and that the cost for 1920 was $71,928. In 1919 the cost of Spencerwood alone was $45,059, and in 1920 it was $57,013.

The authorities of Laval University announce that the family of Sir William Price has made a donation of $25,000 to Laval University. This gift is in addition to the sum of $25,000 made last year to the University by the firm of Price Bros.

A revised report of the Quebec Bureau of Statistics on the yield and value of the Canadian farm crops gives the total value of the harvest, which had been given at $327,063,000, as $330,251,000 in the final estimate.

MONTREAL.—At the 51st annual communication of the Grand Lodge of Quebec, presided over by M.W. Bro. Arthur B. Wood, of Montreal, the following officers for the ensuing year were elected:—Mr. Charles McBurney, Lachute, Grand Master; Rev. Allan P. Shatford, Montreal, D.G.M.; Mr. T. A. Mace, St. John's, Que., G.S.W.; Mr. A. F. C. Ross, Montreal, G.T.; Mr. Isaac H. Stearns, Montreal, Grand Treasurer Emeritus (life); Mr. W. W. Williamson, Montreal, Grand Secretary; Mr. A. McAllister, Montreal, Grand Registrar.

The recently completed police census of Westmount shows a total population of 18,487. In 1907 the population numbered 11,486.

——The Bank of Nova Scotia has bought the B.N.A. Building on St. Peter Street, at present occupied by the Municipal Loan Corporation, at the cost of $80,000, to be used as office quarters by the bank. The property at present occupied by the Bank of Nova Scotia, St. Peter Street, has been sold to Mr. Alfred Tanguay, while the Municipal Corporation has taken over the building now occupied by the firm of McDougall and Cowans at the corner of Mountain Hill and Notre Dame Street, at the price of $35,000.

NOVA SCOTIA.

HALIFAX.—The timber tracts of Nova Scotia continue to be one of the Province's biggest revenue-producing sources. In 1920 the total cut was about 350,000,000 feet, possessing a value as raw material of $12,250,000, and it is estimated that the value of timber produce during the past year was in the neighbourhood of $23,810,000.

——Mr. W. J. O'Hearn, K.C., was elected president of the Nova Scotia Barristers' Society at the annual meeting; Mr. W. Stuart Jenks, K.C., vice-president.

——During January 119,044 barrels of Nova Scotia apples were shipped from this port to markets in the United Kingdom, which bring the total season's shipment to date to 732,613 barrels, as compared with 276,137 for the same period last season.

——On February 3 fire, believed to have been caused by an explosion on the upper floor of a large wooden two-storey structure on Gottingen Street, caused damage estimated at $100,000.

A subscription of $60,000 by Mr. S. M. Brookfield, of Halifax, to the University of Mount Allison, is announced.

SYDNEY.—A reduction of 20 per cent. in wages at the Scotia Steel Plant at Sydney mines, effective February 20, was announced by the Nova Scotia Steel and Coal Co. Ordinarily the steel plant employs approximately 1,000 men, but this number was greatly reduced recently. A similar wage reduction was made by the Dominion Steel Corporation a month ago.

NEW BRUNSWICK.

FREDERICTON. The sentiment of the delegates at the session of the United Farmers of New Brunswick, as expressed in a resolution adopted, was that lands valued at $13,000,000 in this Province, owned by the New Brunswick Railway Co., controlled in Montreal, should go back into the possession of the people, and be opened up for settlement.

ST. JOHN.—On February 7 the St. John Fusiliers were inspected for the first time since the re-organisation of the regiment after the war by Lieut.-Gen. Sir Henry Burstall. The Inspector-General complimented the O.C., Lieut.-Col. A. McMillan, D.S.O., and the regiment on the showing made.

The fine old residence at Rothesay of Senator James Domville, "The Willows," has been destroyed by fire.

The choice of leader of the Farmer members elected to the New Brunswick Legislature, Mr. A. C. Fawcett, of Westmoreland, was endorsed by the convention, and the choice of Hon. T. A. Crerar as leader of the United Farmers of Canada in the Dominion House was also endorsed.

MANITOBA PROVINCE.

WINNIPEG.—Mrs. Edith Rogers, the first woman to be elected a member of the Manitoba Legislature, seconded the reply to the Speech from the Throne in the Provincial House. Mr. E. A. August moved the Address.

Of the 535 vacant dwellings reported in the recent house survey made by the City Health Department, 109 houses were vacant in Fort Rouge, 35 in the district between the Assiniboine River and Portage Avenue, 67 in the district between Portage and Notre Dame Avenues, 151 in the district between Notre Dame Avenue and the Canadian Pacific railway tracks, 131 in North Winnipeg, and 42 in Elmwood.

——Loss which may probably be estimated in the neighbourhood of $100,000 was sustained by firms occupying space in the rebuilt Stovel Building, corner of McDermot Avenue and Arthur Street, as the result of fire. Silks, Ltd., were the principal losers.

DAUPHIN.—At the annual meeting of the Board of Trade the officers for 1921 were elected as follows:—President, Mr. A. H. F. Stelck; vice-president, Mr. Jas. A. Campbell.

SASKATCHEWAN.

REGINA.—One hundred and sixty-three British girls were brought here last year and sent to positions as household workers in the Province, according to a report submitted to the Local Council of Women. Ninety per cent. have proved satisfactory.

Three pairs of 1920 black fox pups were sold for a total of $6,000, an average of $1,000 apiece, by Mr. C. P. Ellis, of the Regina Silver Black Fox Co., at Hungary Hollow, to an Alberta Syndicate. The fox industry has been making great headway in Saskatchewan, and there are now 85 foxes on the Hungary Hollow ranch.

At the annual meeting of the Western Canada Fairs Association here the following officers were elected:—President, Mr. C. D. Fisher (Saskatoon); vice-presidents, Messrs. F. Johnson (Calgary) and J. A. Duncan (Yorkton); secretary, Mr. W. J. Stark (Edmonton).

Nearly $22,000,000 is the value of the dairy production of Saskatchewan in 1920, according to the Provincial Dairy Commissioner. The largest single item contributing to this amount is $12,676,670, the value of more than 29,000,000 lb. of butter manufactured in the Province. Cheese, milk, cream, and ice cream are other dairy products.

Mr. James Browne, of Neudorf, was re-elected president of the Saskatchewan Cattle Breeders' Association: Mr. R. A. Wright, of Drinkwater, vice-president; and Mr. J. G. Robertson, of Regina, secretary.

ALBERTA PROVINCE.

EDMONTON. Fire was responsible recently for the destruction of the second oldest ecclesiastical institution in this part of the Province, viz., the 40-year-old Catholic church at St. Albert. The church, which was the cathedral for many years, was one of the historical landmarks of the Edmonton district.

——The Provincial Legislature is considering a measure enabling women to serve as jurors. They will not, however, be forced to serve against their will.

——The total output of Alberta coal mines for 1920 is estimated at 6,650,000 tons by Mr. John S. Stirling, of the Government Mines Branch. This is the largest output in the history of the industry, exceeding the 1919 figures by 1,627,588 tons.

——The United Farmers of Alberta now have 28,250 members, as against 2,147 in 1909. There are now 293 women's locals.

BRITISH COLUMBIA.

VICTORIA.—The first session of the 15th Legislature of British Columbia was opened on February 8 by Lt.-Governor Nichol. Mr. A. M. Manson, M.P.P., of Omenica, was elected Speaker. The Speech from the Throne foreshadowed legislation to regulate the sale of liquor in sealed packages, in line with the referendum last fall, and legislation to encourage and develop the industrial, mineral, and agricultural resources of the Province.

——The Hon. William Sloan, M.P.P., Provincial Minister of Mines, announces that the Canadian Pacific Railway Co. will immediately begin a thorough survey of 2,000,000 acres of mineral-bearing lands on Vancouver Island.

The Dominion Parks Branch of the Department of the Interior officially announces that the Castle-Laggan highway has been completed and will now be thrown open to the public. The new highway makes the Lake Louise region, recognised as one of the most beautiful in the Rockies, accessible to motorists of the Prairie Provinces and the United States.

VANCOUVER.—Mr. A. Brosted, of the Canadian National Railways here, has been appointed agent in the Orient of the Canadian Government Mercantile Marine, with headquarters at Yokohama.

——The officers elected at the annual meeting of the Yorkshire Society were:—President, Mr. F. Walsh; vice-presidents, Mr. A. C. Greenwood, Mr. E. Simpson, and Mr. F. W. Devine; secretary, Mr. A. F. Buck.

——Goat breeding is attaining an important position in the Province, according to statements made at the annual meeting of the British Columbia Goat Breeders' Association. There are now about 5,000 goats in the Province owned by 465 members of the Association, and there is an increasing recognition of the value of goats' milk for feeding children, especially in cases of malnutrition. Officers elected were:—President, Mr. W. H. Cottrell, Vancouver; vice-president, Mr. C. H. Unwin, Victoria; secretary, Mr. George Pilmer, Victoria.

——The Royal Mail Steam Packet Co., with which is associated the Holland-America Line and the Pacific Motorships, is opening offices in the Pacific Building on Hastings Street West. Mr. R. G. Parkhurst is the Vancouver manager. Mr. E. Cunningham, a well-known Vancouver shipping man, being associated with him.

NELSON.—The Board of Trade elected officers for 1921 as follows:—Mr. F. J. Boles, President; Mr. W. B. Bamford, Vice-President; Mr. E. F. Gigot, Secretary. The membership now numbers 150.

CLOVERDALE.—On February 3 Mr. A. D. Paterson (Liberal) was elected by a majority of about 600 over Mr. F. J. A. McKenzie (Conservative) in the Delta by-election. The standing of the various parties in the Legislature is now 27 Liberals, 13 Conservatives, and 7 Independents.

THE NEW NORTHERN OIL FIELD

POLING A SCOW IN NORTHERN WATERS.

A CANOE ON THE PEACE RIVER.

A PACK TRAIN NORTH OF FORT ST. JOHN, B.C.

A PACK

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A SCOW DESCENDING THE CASCADE RAPID ON THE ATHABASKA.

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THE BANKS OF THE ATHABASKA, WHERE TAR SAND IS FOUND

AT ATHABASKA LANDING.

CANADA'S EXPORT TRADE.

A Striking Tribute to Its Soundness.

The figures of Canada's total trade for 1920 make the most notable showing in Canadian commercial history, constituting a record in the amount of business transacted. Total trade was $2,639,716,000, or $40,000,000 over the total for 1917, which was previously the record year, and more than $400,000,000 in excess of the 1919 figures. Imports for the year were $1,336,911,000, and the total exports $1,302,805,000.

The increase in the value of exports, maintained in spite of a marked decline in prices, may be regarded as a striking tribute to the soundness of Canada's export trade. The total trade between Canada and the United States amounted to $1,507,651,094, as compared with $1,231,656,516 in 1919, an increase of 22 per cent. in the year. Imports amounted to $921,075,825 and exports to $586,025,269. Canada's total trade with the United Kingdom fell away to the extent of $53,000,000 during the year, amounting to $574,689,000 as compared with $626,633,000 for 1919. This was due to the decline in exports consequent upon the rate of exchange militating severely against the purchase of Canadian products.

Canada's total export trade registered an advance of $8,000,000 over that for 1919, which is a remarkable showing when it is considered that only a small portion of it was done through the assistance of Government credits or even of private long term credits of any considerable magnitude. A survey of the trade figures of the last month of the year shows that there was an increase of about $13,000,000 in exports of food products, mainly grain. Exports of wood and wood products, which included pulp and paper, totalled approximately $23,400,000, or nearly $5,000,000 over the value of December, 1919.

The growing nature of Canada's export trade is evident from the fact that while in 1913-14 87 per cent. of it was done with the United States and the United Kingdom, in 1920 only 73 per cent. of it was done with these countries, and this despite adverse exchange conditions which reduced exports to European States. On the other hand, whereas in 1913-14 14.8 per cent. of the imports came from countries other than the United States and United Kingdom, in 1920, only 13.7 per cent. did so.

A digest of the year's trade figures, noting especially those of the last months of the year, gives a gratifying impression from a national standpoint. There is indication of a tendency towards an equalisation of imports and exports with the United States, the inequality of which, since the war, has brought about the existing exchange situation and revolutionised affairs between the two countries. In view, however, of general conditions prevailing since the termination of hostilities, the Dominion has reason to be satisfied with its record business year.

CANADA'S TRADE FOR THREE YEARS.

	Total Trade.	Imports.	Total Exports.
1920 ..	$2,639,716,000	$1,336,911,000	$1,302,805,000
1919 ..	2,235,844,000	941,013,000	1,294,830,000
1918 ..	2,153,898,000	910,171,000	1,243,727,000

* *

"CANADIAN EXPORT PIONEER."

The current number of the *Canadian Export Pioneer* has an editorial on "The Case of the American Chamber in London," showing what this Chamber has done for American trade, and how its example may be beneficially followed by the proposed Canadian Chamber of Commerce in London in many ways and its mistakes avoided.

British trade with China is dealt with in an article on the discussions which took place at the recent conference of the Associated British Chambers of Commerce in China; while the progress of commerce with this country is also evidenced by a British corporation having obtained a charter from the Chinese Government with unusually extensive privileges.

The "Notes of the Month" cover a wide field; the "Business Introductions" and "Business Enquiries" are exceptionally numerous; and the "Buyer's Point of View" includes interviews with representatives of no less than eight important firms; while the "Export Trade Opportunities," "Made in Canada," and other usual features contain much information invaluable to would-be traders.

The *Pioneer* is published by the Canada Newspaper Co., Ltd., the annual subscription being 10s. (2.50).

—* *—

CANADIAN CURLERS RETURN.

After an extensive tour throughout Britain and a visit to the battlefields of France and Belgium, 30 members of the Canadian curlers left Liverpool on Friday of last week by the C.P.O.S. liner *Empress of Britain*.

Judge Patterson, the captain of the team, stated, in an interview, that they would look forward to an early return visit of the Scottish curlers, when an opportunity would be taken of showing Scotland the good feeling which was shared by the people of Canada.

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INDUSTRIAL TRAINING OF YOUNG WORKERS.

Apprentice Councils Suggested for Canada.

As a solution of the problem of the training of young workers in Canada, Mr. W. Baugh, President of the Metal Trades' Council of Montreal, suggests, in the *Canadian Machinery*, the establishment of "Apprentice Councils" in each industry, supported by joint District Councils and ultimately by a Dominion Council.

Mr. Baugh points out the defects in present methods of obtaining industrial recruits, and describes the benefits that would result from the Apprentice Council plan to the boy themselves, to the craft, and to the whole community.

"These Councils," he says, "would either legislate direct for the system, or produce recommendations leading to equitable legislation. The Council in the industry would take care of the boy on the job. The Local Councils would study the situation generally, discovering needs and ways and means to meet them. They might find it a good plan to get the opinions and inclinations of the boys in the last six months of the elementary school course, see that the boys were informed about the trades and that parents were given information that would help them in deciding what to counsel their boys to do. They would see that well-informed men really interested in the progress of boys were kept in touch with the boys. They might

A STEEL FOUNDRY AT WELLAND, ONTARIO.

form evening classes or they might draw up schedules of training and examination for the work in the shops. If they found that a boy did not like the trade he was apprenticed to, they would try to fit him into the trade where he would be most likely to adapt himself and feel ambitious. These joint Councils would also see to it that the boy got the proper recreation and was taught to be a real man in every way.

"A beginning," says Mr. Baugh, "could be made in the industry I am connected with, the largest in the country. I would like very much to see the thing discussed, and I feel sure that it is one important matter, at least, on which employers and employees could co-operate in a thoroughly friendly way, as Canadian citizens, independent of their economic relations."

In industrial agreements, hitherto the apprenticeship question has been approached, Mr. Baugh points out, only from the standpoint of immediate economic results to the workers or to the employers; the former desiring a "square deal" for apprentices in so far that their own wages and conditions are not lowered thereby, and the latter tending to regard apprentices merely as cheap workers and as a source of new labour supply. Individually, no doubt, the average employer or employee "wants to see the apprentice treated right, first for his own sake as a boy starting out in the world," also for the sake of his craft, but "collectively we seem to divide up into two economic camps, employees on the one side and employers on the other, and the apprentice the bone of contention in between. Neither camp is able to regard the apprentice question wholly as a question of the boys, the industry and the community."

The lack of agreement is not due, in Mr. Baugh's opinion, to any real want of consideration for young workers on the part of the unions, since "the apprentices are of our own class, often our own sons and brothers, and if any persons have an interest in their progress and happiness we are most likely to have it." Existing agreements, in fact, represent not what the unions desire for the apprentice, but rather their demands, "less what the employer has objected to and plus what he has insisted on having." For example, agreements generally provide that boys under 16 years of age cannot be admitted to a trade, although most boys are ready to go to work at 14 years and two years are then occupied [illegible] "or positively injurious jobs. Again, agreements between and [illegible] are [illegible] district apprentices, although the main [illegible] is to produce good-, his instruction of the [illegible] necessarily subject to this interest in [illegible] journeyman, in his turn [illegible] ide with the foreman." Moreover where stated a proportionate number of learners are often [illegible] even where the apprentice is indentured he may be thrown out on the foreman's word at the end of six months. He has no opportunity of learning his job before he becomes a journeyman. The term of apprenticeship varies from three to five years, and the general conditions of apprenticeship no a similar lack of uniformity throughout.

Mr. Baugh criticises the remedy offered by "vocational training" as not applying to "the many boys who must to earn money when they leave elementary parents cannot afford to pay fees and other school expenses, and keep economically idle a boy who needs as much food, clothing and pleasure as a man. As an apprentice in a shop the boy is helping to pay his way at least." A better plan, in his opinion, is that of Sir James McKechnie, Chairman of Vickers, Ltd., who said recently: "Apprentices should be trained during the first year of their work so that they would be really trained and not be mere helpers to the skilled workers. Train your boys so that they will be skilled workmen. Make it compulsory that employers so train them that in the future the Dominion will have a crop of skilled workers growing out of the younger generation of apprentices. That will be the means of securing the future of Canadian industries."

* *

CONDITIONS IN NEWFOUNDLAND.

Development of Natural Resources.

In the report of the directors of the Reid Newfoundland Co. for 1919-20 it was stated that during the year under consideration the shareholders had to meet again heavy financial loss owing to ever-rising cost of operations, wages, supplies, coal, etc., and had not been as fortunate as almost all railroads in other parts of the world affected by war conditions in regard to substantial increases in freight and passenger rates and other Government subventions.

In a general review of the situation during the year it was stated that, contrary to anticipation, trade development and traffic declined materially, and the Dominion, along with all parts of the world, suffered from industrial depression which has been accentuated by a lack of any appreciable fall in prices of necessities.

"Fortunately, with the small fishery, the Dominion has experienced an unusual activity in the pulp and paper business, the Anglo-Newfoundland Development Co. at Grand Falls extending their operations and making preparations for further extensions.

"The employment they are able to afford far exceeds anything in the history of that company. The Terra Nova Sulphite Co., on the Gambo area, have made a substantial start in their construction work, as also have the St. Lawrence Pulp and Paper Co. at Bonne Bay, on the west coast. Judging from options that are now out on various timber areas in Newfoundland, the directors are of the opinion that the Dominion can expect very material development of her water powers and timber areas in the near future, particularly when exchange becomes more normal and British capital can be favourably released for Overseas purposes.

"The year was remarkable for the activities of various parties in the development of coal areas in the Dominion. The Government has conducted successful coal boring operations in the Howley area, and it is hoped and anticipated that with further exploratory work a valuable commercial deposit of coal will be demonstrated. The company opened up and worked a property at South Branch proving up a deposit of coal about 50,000 tons in sight. An arrangement has been arrived at where the Government will operate this deposit, and the coal will prove of economic benefit to the railway situation on the west coast. Considerable work has also been done on the St. George's coal areas, and doubtless in time a satisfactory commercial operation will be in full swing at this

—* *—

One day in January "movie" camera men at Calgary secured pictures of summer and winter sport scenes: golf, tennis and skating—all games being in progress at the same time. Such scenes could have been filmed almost any day during November and December in any of the Pacific Provinces.

THE CATTLE EMBARGO.

Ontario and Quebec Governments and Removal.

The Hon. M. W. Doherty, Ontario Minister of Agriculture, has left for England in order to renew the effort for removal of the cattle embargo (says the Toronto correspondent of the *Times*). Mr. Dewart, leader of the Liberty Party, and Mr. Ferguson, leader of the Conservative Party, protested in the Legislature against the attempt of the Government to influence British policy, and denounced Mr. Doherty's mission as practical interference with British affairs.

The Premier (the Hon. E. C. Drury) vigorously defended the action of the Government, saying:—"It will be a tremendously serious thing not only for the farmers of this country, but for manufacturing and commercial interests as well, if we find ourselves shut out from the American market, with no alternative market. There is a strong possibility of the Fordney Bill (setting up a high tariff) going through in the United States, and it is necessary to have an alternative market ready. Mr. Ferguson urged that the whole matter was within the jurisdiction of the Federal Government, and Ontario should not interfere."

A resolution has been received by the Parliamentary Labour Party at Westminster from the Labour members in the Ontario Legislative Assembly, urging the removal of the cattle embargo on the grounds that this would contribute to the welfare of the great masses of the British Isles by reducing the cost of living. The following reply has been sent by the Secretary of the Parliamentary Labour Party:—"The Labour Party here have for some time been urging the same policy, and I am instructed to assure you that the party will raise the matter in the British Parliament whenever possible, and do its utmost in the direction you desire."

Quebec Steps In.

Quebec has fallen in line with the other Provinces and with the Dominion Government in urging the removal of the Canadian cattle embargo (says the Montreal correspondent of the *Morning Post*). The question was brought before the Legislature last week by a private member, but the Government stepped in with a resolution declaring the embargo to be unjust and its continuance regrettable.

The Hon. J. E. Caron, the Minister for Agriculture, in putting the resolution before the House, said that the British Government was concealing the facts in the interests of the big graziers. The pretence of disease was a slander on Canadian cattle and militated against marketing in other countries.

The resolution was carried unanimously.

New British Minister's Attitude.

Sir Arthur Griffith-Boscawen, the new British Minister of Agriculture, receiving a deputation at Dudley of butchers and meat traders, said the Canadian cattle question was one for the Cabinet to decide, possibly after consideration by an Imperial conference.

In a further statement, Sir Arthur said:—"I have not changed my position in any way upon the question of imported store cattle. I have declined to be stampeded into any pledge, and still decline. My duty is to consider the position of our flocks and herds at home."

The proceedings of the National conference relative to the importation of Canadian store cattle, to be held at the Guildhall, London, E.C., will be opened by the Lord Mayor at 11 a.m.

—* *—

RUM-RUNNING AT WINDSOR.

Seven hundred and fifty cases of imported liquor and five motor trucks, valued at $90,000, were seized by the Windsor (Ontario) police, co-operating with provincial officers on the frontier (says the Toronto correspondent of the *Times*). The seizure was made at the railway station after Constable Allan had been beaten into unconsciousness by the "rum-runners," from whom he refused a bribe of £500 to maintain silence.

The gang numbered fifteen, and had eight motor trucks and four touring cars. After Allan was beaten and rendered insensible, he was handcuffed with his own bracelets, thrown into a motor car, and driven out along the river road. After regaining consciousness the officer, although shackled and almost blind with blood, jumped into a snowbank and staggered to the nearest telephone, from which he notified police headquarters. The liquor was consigned to fictitious addresses in Windsor and Detroit.

—* *—

The Dominion Observatory in Ottawa reports an earthquake at a point 5,420 miles away at 6.30 a.m. (11.30 a.m. Greenwich time) on February 27.

Marconi's Wireless Telegraph Press rates to and from Quebec, Ontario, and the Maritime Provinces were increased to 3½d. per word on Wednesday.

Lord Atholstan, who recently gave $100,000 to McGill University, Montreal, asks that the gift be regarded as a commemoration of the forty-two years' services of Professor Moyse, for sixteen years Dean of the Faculty of Arts.

OBITUARY.

At Charlottetown.—Mrs. Mercy Coles (80), daughter of the late Hon. George Coles.

At Amherst, N.S.—Mr. George H. Sterne (36).

At Montreal.—Mr. Andrew J. Dawes (75), one of the leading business and financial men in the Province, president of the Dawes Brewery and a director of the Lancashire Life Insurance and other important companies; Mr. Oliver Faucher (77); Mr. Frederick C. Budden (50), formerly of the Bank of Montreal, Brockville; Mrs. Emma Dunbar (84), widow of Mr. James Dunbar, K.C., LL.D.; Mr. Fred S. Holliday (57), a native of Bradford, who went to Canada in 1886, and a well-known cricketer.

At Ottawa.—Dr. John S. King (77), who was President of the Canadian Society for Psychical Research.

At Toronto.—Dr. S. G. Thompson (68), formerly of Hamilton; Mr. Nehemiah Gilbert (74), barrister; Mr. A. P. Beddome, for 26 years manager of the Bank of Montreal at London, Ont.

At Hamilton.—Dr. Archibald Henderson, formerly of Toronto. At St. Thomas.—Mr. George A. Swayze (78). At Owen Sound.—Mr. James McLauchlan (86), an ex-Mayor and head of the wholesale grocery firm of J. M. McLauchlan & Sons.

At Winnipeg.—Rev. John Semmens (71), a pioneer Methodist missionary, a native of Perran Downs, Cornwall; Lt.-Col E. C. Hosmer (68), of Virden, who served in South Africa, and was later O.C., 4th Cavalry Brigade.

—* *—

Diplomatic protests (says a Victoria correspondent) have been made against British Columbia regulations prohibiting the employment of white girls in Chinese establishments, as a measure offensive to the Chinese.

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Our Library Table.

MR. STEAD'S NEW NOVEL.

In "Dennison Grant: A Novel of To-Day" (London: Hodder & Stoughton; 8s. 6d.), Robert J. C. Stead takes us back once more to familiar ground and familiar surrounding—the land of the foothills and life on the ranch. We can vividly see how Mr. Stead loves the rolling country just east of the Rockies. There are many word pictures which bring it vividly before us. For instance:—

"Grant stopped on the brow of the hill to feast his eyes on the scene that lay before him. It burst upon him with the unexpectedness peculiar to the foothill valleys; miles of gently undulating plain, lying apparently far below, but in reality rising in a sharp ascent toward the snow-capped mountains looking down silently through their gauze of blue-purple afternoon mist. At distances which even his trained eye would not attempt to comput-

THE CANADIAN EMIGRATION DEPARTMENT'S EXHIBITION VAN.
Described in *Canada* of February 12.

lay little round lakes like silver coins on the surface of the prairie; here and there were dark green bluffs of spruce; to the right a ribbon of river, blue-green save where the rapids churned it white, and along its edge a fringe of leafy cottonwoods; at vast intervals square black plots of ploughed land like sections on a chess-board of the gods, and farm buildings cut so clear in the mountain atmosphere that the sense of space was lost and they seemed like child-houses just across the way."

Mr. Stead delights, too, in the rugged characters of the pioneers, like old "Y. D.," in whom the primitive so often comes to the surface; in the more complicated natures of the younger men, like Transley, Linder and Dennison Grant himself, who are among the contractors' men; and in the fascination and strong will of their women, as specially exemplified in Zen. It is in the meeting of these various characters that the story consists. There is in it plenty of life, strongly tinged with adventure, and also plenty of full-flavoured romance, complicated by the conflict of wills.

The Western side of the book is relieved by an Eastern side, for Dennison Grant, the contractor's foreman, unexpectedly finds himself in possession of a fortune and at the head of a big lawyer's firm. We see him in his new environment, both before and after the war, brought more directly face to face with a set of problems which have always haunted him. In the latter half of the story he becomes more than ever a man of pet theories—and of a Big Idea. There is, he sees, a clash between East and West—"The East says because things are so, and have always been so, they must be right. The West says because things are so, and have always been so, they are in all probability wrong." He also holds that "No person should be allowed to receive value without earning it." And he nets up to his principles by forming a company, buying a large block of land, cutting it up into farms, building houses and community centres for ex-Service men and their families—on lines from which commercial advantage is entirely absent. Thus he comes back to the West, and once more among old friends and associates, finds himself faced with a definite moral choice.

Mr. Stead's novel is in some respects more than a story, but the theories advanced by its hero are an essential part of it, and are properly kept subsidiary to the main theme.

THE YUKON AND ALASKA.

"A Cheechako in Alaska and Yukon," by Charlotte Cameron, O.B.E., F.R.G.S. (London: T. Fisher Unwin, Ltd.—25s.), is not, as the title would suggest, by a greenhorn among travellers, although by one new to these far northern lands. Mrs. Cameron had previously travelled all over Africa and toured the German Colonies there, and written a book on the subject, as well as several other books of travel. She is, therefore, well qualified by experience, as well as by natural aptitude, for writing about Alaska and the Yukon. It was while lecturing in the United States that she had the opportunity of setting out upon this journey of 20,000 miles, and she proves both an interesting and a pleasant companion along the route from Seattle, viâ the Yukon—2,200 miles on the Yukon River, one of the four largest in the world—to Alaska, and back. In these pages she tells, with vivacity and plenty of detail, of the wonderful scenery and resources of the two countries, and also of the different types of people living there—the whites, the Indians and the Eskimos—their manner of living, their habits of mind, and their traditions.

"Comparatively speaking," Mrs. Cameron says, "Alaska and the Yukon are little known by the globe-trotter. The summer season is short, the country is vast, and one needs to arrive at the moment the ice has broken in order to form an adequate conception of its space and glories. By the end of September it begins to grow cold, and farther north, at Nome, the season is even shorter. Doubtless, now that the war is a thing of the past, travel in all lands will be resumed, and Alaska and the Yukon will generously repay adventurous ones who seek the beauties of those great lands. It is in very truth a treasure-house of wealth, its gold resources practically untouched. Fish, fur, and other products are exported to the extent of millions of dollars every year.'

Mrs. Cameron is full of admiration for the inhabitants of the Northland, whose hospitality she found to be boundless. We hear much of their hardships, and especially of the varied fortunes of the mining community; but we are also given a glimpse of the stage of civilisation reached in both Alaska and the Yukon. "The people," she says, "actually love the winter; they know how to prepare for it; their cabins are made snug and air-tight with cement, generous cords of wood are stored, whilst in their *cachés* food and game are preserved; the stoves are lighted, and never permitted to go cold.

THE EMIGRATION DEPARTMENT'S EXHIBITION VAN OPENED TO SHOW SPECIMENS OF CANADIAN PRODUCTS.

Just as there is no darkness in summer, so in the coldest season, with short days, they will see by natural light for a few hours only. Yet they are content, with their church affairs, card parties, and dances. I have never met people more loyal to their country than these Yukonites and Alaskans."

The authoress is herself of opinion that the hardships, inconveniences and rebuffs which she met at times during her long journey were entirely worth while; and she succeeds in communicating something of her enthusiasm to her readers.

"HEATON'S ANNUAL."

The 17th issue of "Heaton's Annual, the Commercial Handbook of Canada," has just been published at Toronto, and shows the same progressive improvement in the compilation and comprehensiveness of its varied information as has characterised previous issues and rendered it an absolutely necessary reference book to the man with Canadian business or financial interests. The tariff and taxation information, as revised to 1921, is especially valuable, supplemented as it is by a synopsis of Customs laws and regulations. Mr. Ernest Heaton contributes an informative special article on "Canada —a Manufacturing Nation." The financial section includes abstracts of the War Revenue Acts, and useful information regarding trust companies and trustee investments. A useful table for the traveller gives the cost of first and second-class return fares from Montreal and Toronto to a large number of business centres and tourist resorts. The descriptions of cities and towns, and their individual opportunities, cover 100 pages, or one-fifth of the total. The official directory of Dominion and Provincial Ministers and officials, members of the Federal and Provincial Parliaments, etc., is revised to date, and all the other popular features of this interesting production are retained in the 1921 issue. It can be obtained from the offices of The Canada Newspaper Co., Ltd., 113, Kingsway, London, W.C.2. (8s.; by post, 8s. 6d.).

MISCELLANEOUS.

In "Moonshine" (London: Hodder & Stoughton), Theodore Goodridge Roberts takes his characters into the wilds of New Brunswick, and through old Pod Reward leads them a fine chase in the woods and streams of Fisher Creek. It is a tale full of romance and adventure, and furnishing plenty of irresponsible entertainment.

Notable features of the useful information to be found in the 197th issue of the "Royal Blue Book Court Guide" (London: Kelly's Directories, Ltd.; 10s. 6d.), are the detailed information given regarding Court and Parliamentary officials, foreign Embassies and Legations. The alphabetical directory, which covers over 1,500 pages, is unique among reference books for the inclusion of telephone numbers. A useful map of the West End districts of London is also included.

Much interesting reading and useful information will be found in a handbook entitled "Travel in South Africa," published under the authority of the General Manager of the South African Railways and Harbours. The chapter headings, giving an idea of the ground covered, include:—"Capetown—The Mother City." "On South African Travel," "The Valley of Diamonds," and "The Victoria Falls." The book, comprising over three hundred pages, is well illustrated by photographs.

The Rev. W. Everard Edmonds, of Edmonton, author of that pleasant series of Western essays, "Broad Horizons," discourses equally agreeably on a variety of other subjects in "In a College Library." They centre, as the title would suggest, chiefly round colleges and schools, books and authors. As the Archbishop of Rupert's Land points out in a "foreword," the little book has—apart from its literary merits—three special claims to attention at the present time—first and second, as being published in the year of Manitoba's jubilee and the celebration of the centenary of the Church of England in Rupert's Land: and third, as being written by a graduate of St. John's College, Winnipeg, in its aid and its honour.

* *

CANADA'S DEFENCE FORCE.

Major-General MacBrien, Chief of the General Staff, speaking at Ottawa, declared that many people throughout Canada were trying to make trouble and advocating unpreparedness (says the Toronto correspondent of the *Times*). He was determined, however, so far as was consistent with rigid economy, to create and maintain an adequate defensive force on a purely voluntary basis. He pointed out that while the people of the United States were a peace-loving people, they were trebling their appropriations for the regular forces, and more than trebling their naval expenditure.

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According to the report of the Comptroller and Auditor-General, the whole of the Parliamentary grant of £5,000 for the mission of the Prince of Wales to Canada was expended.

BANKS AND FARMERS.

Financing of Rural Credit Systems.

Speaking at the annual convention of the Saskatchewan Grain Growers' Association, held at Moose Jaw, the Hon. C. A. Dunning, Provincial Treasurer of Saskatchewan, suggested that the Canadian Council of Agriculture should start without delay an expert examination into the possibilities of developing the Canadian banking system to meet the requirements of agriculture.

Mr. Dunning held that the Province within itself could not adequately and successfully finance a rural credit system to meet the requirements of those on the land, and said that at the decennial revision of the Canadian Bank Act in 1923, the farmers' party might be able to cut its eye teeth.

The present banking system he held to have two necessary qualities; safety to depositors and facilities for the shifting of credits to the points in the Dominion where they are needed at a moment's notice. Its bad points he declared to be: (1) It was a commercial system, and was not created in the first place to meet the needs of agriculture; (2) the system of management which left it to the head office to grant the loans while officials were not in a position to judge the merits of the application. Both these deficiencies, he said, could be done away with, with little expense and trouble, by a revision of the Banking Act.

* *

CANADA AND THE EMPIRE.

"While it is surely wise for us to make Canada stand well out from the background of the Empire as an individual nation with ideas, interests and purposes of its own, it is of more dubious wisdom for us to do our be-rating of the Mother Country in public, to the huge delight of all who envy or hate that Empire. It is of still more dubious wisdom—it is, indeed, dangerous folly—for us to blossom out boastingly into brash idealisms—so easily born of small experience and little knowledge of the staggering risks and responsibilities of a world-compassing Empire—and then truculently, with all the fatuous effrontery of unscarred youth, set up those idealisms as models of facile perfection that by contrast damn as "reactionary' and 'Imperialistic' the more tortuous compromises forced by hard reality on practical British statesmanship. That is, we are in poor business when we pose as a curly-headed 'good boy' in comparison with the British Government, which must deal as best it may with many brands of the uncombed 'bad boy' all around the world. It is easy for us to keep our hands clean and our ideals intact with nothing to do. We might not find it so easy if we had an Empire to hold together against the plottings of more than fifty-seven varieties of canned dynamite. . . .

"Our membership in the splendid British Empire was never so invaluable an asset. We may strut as much as we like as a wonderfully high-minded and sweetly unselfish product of Western democratic freedom; but the world would pay precious little attention to us, unless to gobble us up in some new movement on the international chess-board, if we were not a part, and a potent part, of the British family.

"If we light-heartedly cut our connection with the power-house in London, because we are so 'Western' and 'anti-Imperial' and 'consent-of-the-Governed' sort of thing, we will soon find what a cypher we are in world politics."

—Albert R. Carman, in *Montreal Star*.

* *

THE DAUGHTERS OF CANADA.

A society has been incorporated, with headquarters in Toronto, with the title of "The Daughters of Canada," and with the following objects:—

"(*a*) To develop a spirit of true patriotism based on love of and pride in country;

"(*b*) To promote racial concord, unity and democracy from ocean to ocean;

"(*c*) To advance through our educational system a knowledge of sound democratic principles, and stimulate a love for Canadian art, music and literature in our schools and community centres;

"(*d*) To study the constitution, history, and geography of Canada;

"(*e*) To conserve our great national resources and strive for equality of opportunity in the production and distribution of wealth;

"(*f*) To welcome strangers within our gates, help them to understand our institutions, and encourage them to become citizens of Canada;

"(*g*) To work faithfully for the freedom, peace, and prosperity of this our country."

* *

Touching on the shortage of domestic servants, the report of the Overseas Settlement Committee states that it is a national danger in Canada, and at least as serious in Australia and New Zealand, where the birth-rate is affected by the lack of women.

CANADA'S MEAT TRADE

"Out of the Running" for Frozen Exports.

In their thirty third annual review of the frozen meat trade, Messrs W Weddel & Co, Ltd, 17, St Helen's Place, London, referring to the Canadian cattle embargo agitation, say

"Apart from any considerations of Imperial policy on the one hand, or the risk, on the other, of reintroducing some cattle disease into this country, there would appear to be very little prospect of a profitable industry being established under present conditions. Prices of cattle in Canada are relatively high just now, and freight and insurance rates have advanced far beyond their pre-war levels. Although the value of fat stock in this country has also advanced materially, no animals have been landed here for slaughter during the past two years. There is not a sufficient trading margin in sight to attract shipments.

"Thus far, no conclusive reasons have been advanced against following the more business-like course of fattening Canadian cattle in their own country and shipping them to Europe in the form of chilled or frozen beef. In this form they would soon establish a good reputation, which in the end would be of more advantage to the grower than shipping his store cattle to be fattened here and sold as prime English beef."

Messrs. Weddel state that the official total of exports of frozen meat from Canadian ports in 1920 was only 6,076 tons, consisting mostly of boned beef and sundries, as compared with 47,821 tons in 1919, 46,000 tons in 1918, and 55,000 tons in 1917. A certain amount of Canadian meat was shipped through the United States ports, but the total export to Europe probably did not exceed 10,000 tons. "Canada," it is remarked, "thus drops out of the running once more as an important source of supply."

—* *—

AMERICAN CAPITAL IN CANADA.

The total amount of American capital in operation in Canada is estimated by Mr. W. G. Cates, of the Information Branch of the Department of External Affairs, at $1,800,000,000, compared with $600,000,000 before the war. Investments are estimated at $320,000,000, distributed as follows:—New bond issues, $235,000,000; other bonds purchased, $12,000,000; industrial investments, $50,000,000; Western lands, $7,000,000; increase in insurance assets, $16,000,000.

* *

SHIPPING AND SHIPBUILDING.

The report of the Shipping Federation of Canada for 1920 states in regard to shipping that the total number of sea-going and coasting vessels was 663, of 2,031,729 tons, as compared with 786, of 2,179,280 tons in 1919, a decrease of 123 ships and 147,451 tons.

As regards shipbuilding, the tonnage turned out from Canadian yards during the past year is estimated at approximately 200,000 tons deadweight. Lloyd's Register for the quarter ending September, 1920, placed Canada seventh among the nations, with 170,625 gross tons under construction.

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WESTERN FARM PRODUCTS.

Products of the soil of the three Prairie Provinces in 1920 reached a value of $471,671,823, an increase of $67,732,911 over the preceding year, according to statistics compiled by the *Manitoba Free Press*. The value of grains increased from $206,917,690 in 1919 to $299,438,880 in 1920. Dairy production is valued at $71,839,966 in 1920 compared with $71,458,441 in 1919.

—* *—

"When is a dollar not a dollar, and why?" was the subject discussed by Senator W. C. Edwards, in Ottawa. He declared that the world would have to pass through a period of extreme chastisement before the financial situation would recover from its present state of depression and the exchange rate between trading countries return to the pre-war normal.

RAILWAY EARNINGS (Gross)

Seven Days Ending February 21

Canadian Northern, $1,175,100, inc. $[illegible]

Canadian Pacific, $2,915,000, inc. $[illegible]

Grand Trunk, $[illegible], inc. $[illegible]

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PROTECTION FOR INVESTORS.

The following recommendations by a committee appointed to consider the strengthening of the B.C. Companies Act, with a view to protecting the public against wild cat schemes and misleading statements in advertisements, have been adopted by the Vancouver Board of Trade:

(1) That companies should not be allowed to start business until sufficient capital is subscribed and paid up to warrant a reasonable possibility of the success of the undertaking, as set forth in the prospectus.

(2) Re prospectus: Statutory information to be printed in clear type, in conformity with the rest of the prospectus.

(3) Prevention of sale of promotion or pooled shares until the minimum amount of capital has been subscribed.

(4) The present Act, if properly administered, and with certain amendments, would cover the regulation of domestic issues, but foreign companies should be required to submit documents, which can and must be verified, supporting the statements made in the prospectus before they are allowed to solicit subscriptions from the public.

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NEWFOUNDLAND'S TRADE COMMISSIONERS.

Capt. H. H. Batson has just been appointed Trade Commissioner for Newfoundland in the West Indies.

The other Newfoundland Trade Commissioners are as follow:—Liverpool, Mr. Alan C. Goodridge; Italy, Lt.-Col. A. E. Bernard, M.C.; Portugal, Mr. S. K. Smith; Spain, Capt. Walter Kennedy; Greece, Mr. Sidney Murcell.

THE

SOLDIER SETTLEMENT BOARD OF CANADA.

Ex-Service Officers and men of the Imperial Forces desiring to take advantage of Canada's Soldier Settlement Land Scheme will in future make their application on their arrival in Canada to the Superintendent of the Soldier Settlement Board for the District in which they desire to settle.

Applicants will be required to satisfy the Board as to their general fitness and suitability.

MILITARY QUALIFICATIONS. They should take with them their Discharge Certificate or other documents showing evidence of service.

TRAINING. Settlers will be required to work on a farm in Canada to gain necessary experience before they can be qualified to take a farm of their own; this period shall not be less than one full year for those who have had farming experience in Great Britain, and two years in the case of those who have not so farmed.

FINANCIAL. Ability to bear the financial obligations during his training period, and applicants will be required to pay down 20% on the purchase price on land, stock and equipment purchased through the Board.

For further information relative to Canada apply to Superintendent of Emigration for Canada, 1, Regent Street, LONDON, S.W.1.

BRITISH PERIODICALS

In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.

"London."

One of the most interesting articles in the month's *London* and it is a particularly interesting number is "The Ideal Cabinet and Why," in which "A Gentleman With a Duster" outlines an ideal Cabinet, made up of "genuine pilots." "Let the State make up its mind," he says, "whether it wants to go, and then engage a pilot who knows the course. Let it turn from the cheap-jack dishonesty of rival programmes and ask for a Government that knows the meaning of its title, and that has the intellect to form a thesis." In "Mastodons or Hornets?" "Lord Sydenham discusses the problem of the "Big or Little Ship"; Sir Eric Geddes, writing on "The Key to Prosperity," demonstrates the necessity for revolutionising our transport; and George Duncan shows enthusiasts "How to Win a Golf Competition." There are excellent stories contributed by F St. Mars, G. B. Lancaster Frederick Anderson and Hylton Cleaver, while a new series, "Utopia Island," by Donovan Bayley starts in this number; as also a most entertaining serial, "The Rebel," by Sidney Gowing, the unsophisticated hero of which hails from Running Deer, Calgary.

"Review of Reviews."

That England is the hope and mainstay of Europe is the claim put forward in the opening editorial of the current *Review of Reviews*. "English business methods," says Sir Philip Gibbs, "the English code of honour, the courage, decency and order of the English masses, the rock-like stability of the English State, have had a profound influence on European life, and even now are the anchors to which many peoples in Europe hold on as their only hope of rescue"; and, while deploring the evils of materialism which so inevitably follow war, and which are only too clearly evidenced to-day, he seeks to discover how far the old character of England survives, concluding by expressing his belief that "the instincts of the English people have not been divorced from their traditions and that the heart of England, in spite of disease and weakness and poison in some members of the body of our State, is sound and strong, and kind." One of the foremost articles in the number is "Democracy and the League," by the Rt. Hon. G. N. Barnes, M.P., who shows that "if it be true that there can be no democracy without a League of Nations, it is no less true that there can be no effective League of Nations without the backing of the peoples," and who finds much satisfaction in the success of the meeting of the Assembly of the League at Geneva, which "laid the foundations of such an order of things that, given only the peoples' backing, secrecy should be banished from international dealings of the future." Another aspect of the potency of the League is discussed in "The Arrest of Armaments," by the late G. H. Perris, C.B.E.; while the necessity for the League to have an army of its own wherewith to enforce its decisions, and the methods of raising and maintaining such an army, form the subject of an able disquisition by Gen. C. P. Fendall, C.M.G., C.B., D.S.O. Cecil Roberts writes on the young men's point of view, following Alec Waugh's article of last month; and the editor, on "The Brotherhood of Ypres"; while the principal happenings are detailed in "Progress of the Month"; and English and foreign opinion gathered from the chief articles in the more important reviews.

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Alabama Traction, Light and Power. – Operating results of Alabama Power Company (the principal operating subsidiary) from all sources for January: Gross, $395,280; net, $220,522, compared with $304,224 gross and $154,581 net in January, 1920. The net earnings for January, 1921, constitute a record.

Banking Service for Importers and Exporters

Our Branches in London, New York City, Montreal, Toronto and Vancouver are equipped with Foreign Exchange Departments and are prepared to finance and advise exporters and importers. Our direct connection with the Park-Union Foreign Banking Corporation, which has Branches at *Paris, Yokohama, Tokio, Shanghai, San Francisco,* etc., enables us to serve efficiently all who desire to finance international transactions.

Letters of Credit and Travellers' Cheques issued available in all parts of the world.

UNION BANK OF CANADA

HEAD OFFICE—WINNIPEG. Incorporated 1865.

LONDON OFFICES: 6, Princes Street, E.C.2, 26, Haymarket, S.W.1.

TOTAL ASSETS (30th November 1920) $169,205,445.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg., 1943, 75; 4 p.c., 1938, 83½; 4 p.c., 1922, 103½.

Canada.—3½ p.c. Reg., 1909-34, 74⅛; 3 p.c. Reg., 1938, 64⅞; C.P.R., 1938, Reg., 70; 3½ p.c. Reg., 1930-50, 63⅞; 4 p.c. Stock, 1940-60, 72⅜; C.P.R., 1938, 69⅛; 4½ p.c., 1920-25, 92⅛.

Manitoba.—4½ p.c. Reg., 1953, 83⅜; 4 p.c., 1928, 84⅜.

Newfoundland.—4 p.c. Ins., 1935, 81½; 3½ p.c. Ins., 1950, 62; 3½ p.c., 1941-7-8, 63⅜; 3 p.c., 1947, 55⅜.

Quebec.—3 p.c., 1937, Ins., 63⅛; 4½ p.c. Reg., 1954, 76⅜; 4 p.c., 1928, 83⅞.

Saskatchewan.—5⅜ p.c. Reg., 1924-34, 90½; 5½ p.c., 1924-34, 104.

Municipal.

Calgary.—4½ p.c., 1930-42, 78½.

Edmonton.—5 p.c., 1927-48, 72½; 4½ p.c., 1930-51, 73; 4½ p.c., 1932-52, 75; 5 p.c., 1923-53, 73.

Lethbridge.—4½ p.c., 1942-43, 75.

Montreal.—3½ p.c., 1933, 73; 3 p.c. Perm., 49⅜; 4 p.c., 1932, 76½; 4 p.c., 1948-50, 63½; 4½ p.c., 1951-3, 73.

Maisonneuve.—4½ p.c., 1949-50, 70½; 5 p.c., 91½.

Port Arthur.—5 p.c., 1953-62, 80½.

St. John.—4 p.c., 1943, 73⅜.

Saskatoon.—4½ p.c., 1940, 78; 5 p.c., 1941-61, 80.

Toronto.—4 p.c., 1922-8, 83; 3½ p.c., 1929, 77½; 4 p.c., 1936, 74; 1944-8, 67⅜; 4½ p.c., 1938, 74½.

Vancouver.—4 p.c., 1947-9, 60¼; 4 p.c., 1950-1-2, 59½; 4½ p.c., 65.

Victoria.—4 p.c., 1920-60, 60½.

Winnipeg.—4 p.c., 1940-60, 72½; 4½ p.c., 1943-63, 81½.

Railways.

Alberta & Gt. Waterway.—5 p.c., 74.

Algoma Cent. & Hudson Bay.—5 p.c., 9.

Algoma Eastern.—5 p.c., 32½.

Atlantic & St. Lawrence.—5 p.c., 90.

Calgary & Edmonton.—4 p.c., 61.

Can. Atlantic.—4 p.c., 68½.

Can. Northern.—88; Ont. 4 p.c. Perp., 55½; 3½ p.c. Dom., 63; Pac. 4½ p.c., 1950, 91½; 4 p.c. Perp., 55½; 4 p.c., 1930, 93; 4 p.c. Alta., 68½; 4 p.c. Sask., 66½; 3½ p.c. Dom., 62½; 4 p.c., 1934, 82½; 4 p.c. Gtd., 1934, 34; 4 p.c. Man., 92½; 5 p.c. Notes, Aug., 1921, 99; Western 4½ p.c., 1942, 82½.

Can. Pacific.—146; 4 p.c. Non-Cum. Pref., 62½; 4 p.c. Perp., 66½; Algoma, 79½; Spec Inv. 6 p.c. 10-yr. Notes, 120.

Dom. Atlantic.—4 p.c. 1st Debs., 60½.

Duluth Winnipeg.—4 p.c., 68½.

Edmonton Dunvegan.—4 p.c., 64½.

Grand Trunk Pac.—Branch 4 p.c., 82½; Sask., 1939, 78⅜; 3 p.c., 1962, 62; 4 p.c., 1955 A, 69; 4 p.c., 1955 B, 68½; Lake Superior 4 p.c., 1965, 70; 4 p.c. Debs., 42½.

Grand Trunk, 87/6; 4 p.c. Guar., 60; 1st Pref., 43½; 2nd Pref., 32; 3rd Pref., 12; Borrd. Perp. 5 p.c., 76½; Perp. 4 p.c., 62½; Gt. Western Borrd., 76; 6 p.c. Notes, 3-yr., Oct., 1921, 100½; Western Dollar Bds., 82.

New Brunswick.—Perp. 4 p.c., 60½.

Ont. & Que.—5 p.c. Perm., 77½.

Pac. Gt. Eastern.—4½ p.c., 1942, 82⅜.

Qu'Appelle.—4 p.c., 1936, 66.

Que. Central.—4 p.c., 62.

Financial, Land, etc.

Anglo-Newfoundland.—8 p.c. Debs., 105.

Brit. Empire Trust.—5 p.c. Perp. Pref., 12/-.

Bank of Montreal.—(London Reg.), 47⅜.

Can. Northern Prairie.—30/2½.

Can. Land & Irrigation.—2/3.

Hudson's Bay.—5 23/32; Pref., 76⅜.

San Antonio.—6 p.c., 19.

Trust & Loan of Can.—13/3.

Western Can. Land.—1/-; Debs., 31.

Electric Power and Traction.

Brazil Traction.—36½; Pref., 77⅜.

B.C. Telephones.—4½ p.c. Debs., 56½.

B.C. Elect.—Def., 48½; 5 p.c. Cum. Pref., 55½; 4½ p.c. Perp. Debs., 57½.

Calgary Power.—Bds., 71.

Can. L. & Power.—5 p.c. Bds., 60½.

Can. Gen. Elect.—Com., 119¼; 7 p.c. Pref., 108½.

Cities Service.—6 p.c. Pref., 85⅜; Com., 300; Fractions, 250.

Kaministiquia. — Cap., 99; Fractional Certs., 95.

Montreal L. H. & Power.—91¼.

Montreal St. Rly.—4½ p.c., 1922, Nos. 1—4,600, 102⅜.

Montreal Water & Power.—Gtd. Bds., 62½.

Shawinigan.—Cap., 118; Bds., 113¼; 5½ p.c. S.F.G. Bds., 105⅜.

Toronto Power.—Debs., 72.

Toronto Rly.—4½ p.c., 96½.

Toronto Suburban Rly.—Debs., 60½.

Iron, Coal and Steel.

Algoma Steel.—5 p.c. Gtd. Bds., 50; Scrip Cert., 49½.

Can. Coll. 5 p.c. Gtd. Bds., 19½.

Can. Steel Foundries.—6 p.c., 90.

Can. Iron Foundries.—Pref., 35.

Dom. Iron & Steel.—5 p.c. Bds., 77¼.

Dom. Steel.—6 p.c. Pref., 77.

Lake Superior. —Cap., 10¼.

Steel Corp. of Can.—Bds., 102⅜.

West. Can. Coll.—Debs., 98.

Mines.

Kirkland Lake Props.—6/.

Ming. Corp. of Can. -4/3.

Mond Nickel.—24/10½; 7 p.c. Non-Cum. Pref., 14/1½.

Miscellaneous.

Asbestos Corp. of Can. -5 p.c. S.F.G., 80.

Bell's Utd. Asbestos, 28/-.

Brit. Controlled Oilflds. Com., 5/3; 7 p.c. Pref., 6/6

B.C. Breweries (1918). Ord., 29/1½; 6 p.c. G. Bds., 83

Can. Cement. Prefs., 101¼; 6 p.c. Bds., 101

Can. Steamship. Com., 36¼; Voting, 35.

Can. Car.—Bds., 99.

Can. Western Lumber.—5 p.c. Debs., 59⅜; Income, 10½; Com., 1/.

Can. Western Natural Gas.—46.

Cockshutt Plow.—7 p.c., 67½.

Furness-Withy.—19/3; Pref., 6 13/16.

Imp. Tob. of Canada.—17/4½; 6 p.c. Pref., 16/4½.

Lake Superior.—6 p.c. Bds., 102½.

Marconi of Can.—6/1½.

Spanish River Pulp.—Com., 81½.

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CANADIAN POTATOES.

An increased potato yield for the whole of Canada is reported by the Dominion Bureau of Statistics. The harvest for the whole of the Dominion is represented by 138,527,000 bushels from 784,544 acres, as compared with 135,574,000 bushels from 818,767 acres in 1919. The average yield per acre for 1920 is 175½ bushels, compared with 153½ bushels in 1919 and 146 bushels, the decennial average for the period 1910-1919.

The yield per acre is well above the decennial average throughout the Maritime Provinces, Quebec and Ontario. In the Western Provinces Alberta is the only one above the decennial average. Manitoba had a particularly poor potato season, the average yield being only 91 bushels per acre against 126 in 1919. Saskatchewan's average for 1920 is 127½ bushels this year against 170 in 1919.

Alberta has a yield of 166 bushels for 1920 as compared with a 1919 average of 179⅜ and a decennial average of 157½ bushels. British Columbia's yield in 1920 averaged 184⅜ bushels per acre, as against 170 in 1919 and 204½ for the ten-year average.

The total value to farmers of the potato crop of 1920 is estimated at $134,693,000 as compared with $118,894,200 in 1919, the price per bushel ranging from 65 cents in Prince Edward Island to $1.39 in Manitoba. For Canada the average price per bushel is 97 cents as against 95 cents in 1919; for Quebec it is 93 against 95, and for Ontario 56 cents against $1.37.

* *

B.C. LUMBER PRODUCTION.

According to information received by the Agent-General for British Columbia, the timber scaled in the Province during the year 1920 amounted to 2,046,468,959 ft. b.m.

In spite of the slowing down of lumber production, and the temporary closing of many camps during the last months of the year, 1920 broke all previous records in log production in the Province.

During the past year there was scaled the equivalent to 2,046 million feet board measure, as compared with 1,758 million feet in 1919 and 1,761 million feet in 1918, showing an increase exceeding 15 per cent.

Of the total scaled, the Coast district produced 1,596 million board feet, the Lower Coast and Vancouver Island 1,395 million feet, and the Northern Coast 203 million feet; the increase on the Coast over last year being 186 million feet. The total production in the interior reached 450 million feet, a gain of 103 million feet over 1919.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Days:

Ticket Day.	*Pay Day*
Thurs., March 10	Friday, March 11

THROGMORTON STREET, Tuesday

The Stock Exchange during the past week has shown no definite signs of throwing off its *inertia*. Business has been of a restricted character owing partly to the continued tightness of money, which at times has been acute. Following to-day's big disbursements rather easier conditions in Lombard Street are hoped for. The resumption of Allied Conferences, the re-opening of Parliament, and the unsettlement in the coal labour industry have all been adverse market factors, and quotations in a majority of departments have again tended downwards. Gilt-edged securities have continued to show chiefly to advantage. Funds set free by the contraction of trade are being invested in this part of the House, and the movement of capital towards the market is emphasised by the theory that gilt-edged values, according to observations over a long term of years, always move upwards during a period witnessing a decline in the cost of living.

Home rails have been severely depressed, and the debate on the railway position in Parliament failed to benefit sentiment. South American rails have fluctuated, and a downward tendency has predominated. In the foreign market prices have moved with uncertainty awaiting the outcome of the latest Allied Conferences. The Continental exchanges have been less favourable owing to a slight recovery in the sterling value of the dollar. Kaffirs have sagged among mines, and diamonds have been weak owing to the closing down of diamond mining at Kimberley as a result of the temporary cessation in the demand for stones. Oil shares have backed and filled narrowly, lacking a good lead, and weakness has still predominated among industrials.

Among Canadian securities there has been no sustained activity, and quotations have moved uncertainly. The gilt-edged issues of the Dominion have ruled quietly firm in most directions in sympathy with Government securities as a whole. The Fours hold at 71½, and the 4½ per cents at 92. Municipal issues have held their ground

In the railroad group Canadian Pacifics have receded to 146, and Grand Trunk stocks have continued to lose ground on sales by those distrusting the forthcoming arbitration findings. The 1st Pref. has fallen 2 to 43½, and there are other declines of ½ to 1½.

Hudson's Bays have been steadily offered among land shares, and at 5 11-16 are ¼ lower. Lower-priced land shares have tended quietly against holders.

Industrials have moved irregularly on adjustments. Canada Cements have been a good feature, and have risen 4 to 67½, but the Preference at 101½ is easier. Canadian General Electrics at 119½ are 2 better, but Canadian Cars have given way 5 to 32½, and the Pref. at 77½ has barely held its ground Dominion Steels have weakened a point to 51½, despite the announcement that the Empire combine arrangements are practically consummated on revised lines Lake Superiors at 11 have not moved. There has been a fall of 4 to 93/ in Spanish River Pulp Prof Shawinigan Water at 117 has been steady.

Brazilian Tractions at 37 have shed a fraction, but Mexican Traction issues have mostly maintained previous levels

Canadian silver mining shares have continued dull. Mining Corp. of Canada at 4s marking another slight fall. A feature was a jump in Kirkland Lake Proprietary to about 8s. on rumoured negotiations for the acquisition of the control of the company's property by an American group.

—* *—

OUR MONTREAL LETTER.

MONTREAL, February 15.

Last week the firmer tendency which I reported in my letter, continued, and in the latter part of the week there was a welcome revival of activity both as regards volume of transactions and the number of securities concerned This activity was not shared in by the paper stocks, these continuing surprisingly quiet in view of the present and prospective prosperity of the industry. The steel stocks, helped by the declaration of the quarterly dividend by Dom. Steel, showed strength, as did the Textiles, but the main feature was a considerable revival of interest in the traction issues, in which Winnipeg Rly., Quebec Rly., Toronto Rly. and Brazilian all shared in varying degrees. An exception was Montreal Trams, which lost several points of its previous strong advance. Cement came in for some selling owing probably to disappointment at the annual report, and Steamships also lost ground. But on the whole the week resulted in a predominance of gains among active stocks, some of these, as in the case of Can. Gen. Electric, which gained 4½, Detroit Rly. 6. Dom. Steel 5½. Toronto Rly. 4¾, Tucketts 8½, and Winnipeg Rly 6¼, being of considerable proportions. In the case of one or two stocks which had previously not been active for some months new transactions revealed a big drop since the stocks were last dealt in. Thus Sherwin Williams and Canada Iron Foundries Pref. were marked down 25 and 20 points respectively.

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Bank of Scotland. Canadian Bank of Commerce.

Commerce, the current [illegible] Bonds yesterday were quoted and the general tone somewhat easier. Steamships under the pressure due to double exchange, the dividend continued to look unsettled. Asbestos [illegible] of the paper stocks was [illegible] Cement continued its downward course and on the Traction stocks fell away from their recent strength. The declaration of the regular quarterly dividend by the C.P.R. is called an encouraging factor and much remark upon the general confidence which is reposed in the great company despite the difficulties under which the other Canadian railways and some I[illegible]

Among prices current at the close of business yesterday Alcohols was 49½; Asbestos 75½, Pref., 94; Atlantic Sugar 91; Brazilian Traction 34½; Brompton, 51½; Can. Car Pref. 71; Cement 58, Pref. 93 ex.; Can. Cottons Pref., 72½; Steamships 55½, Pref. 66; Can. Gen. Electric 108; Cons. Smeltings 20; Dom. Steel, 46 Pref., 70; Dom. Textile, 103½, Pref., 96; Lake of the Woods 152; Laurentide, 89; Mont. Power, 83½; Nat. Breweries, 53; Ogilvie Pref., 101; Quebec Rly., 27; Shawinigan, 106½; Span River, 79½, Pref., 89; Steel of Canada, 65½ Pref., 92½; Toronto Rly., 72; Waywagamack, 82 Winnipeg Rly., 47.

Among the bank stocks Commerce is 189½; Merchants, 178; Montreal, 210 xd; Nova Scotia, 261; Royal, 203; Union, 160 All of these either rose or held firm last week, the rise in the case of the Nova Scotia stock being 5 points.

—* *—

FINANCIAL ITEMS.

Brazilian Traction, Light and Power.—A quarterly dividend of 1½ per cent. has been declared on the Cumulative Preference shares of the company, payable April 1, to shareholders of record March 15.

Canada Permanent Mortgage. — Accounts for 1920 show a balance available of $1,004,770; dividends paid total 10 per cent.; $250,000 to reserve (increasing to $6,000,000); $154,770 carried forward.

Canadian Collieries (Dunsmuir).—Holders of either the committees' deposit certificates for the First Mortgage 5 per Cent. bonds or of the actual bonds can now lodge them with Messrs. Binder, Hamlyn & Co., 80, Bishopsgate, London, E.C.2, to be exchanged for the new securities as provided under the plan of reorganisation.

Algoma Steel Corporation.—The interest coupons of the First and Refunding Mortgage 5 per cent. Fifty-year Sinking Fund Gold Bonds, maturing April 1, 1921, may be presented on and after March 14, 1921, between 10 and 2 o'clock, Saturdays excepted, at the Bank of Montreal, 47, Threadneedle Street, London, E.C.2. Three clear days required for examination.

Canadian General Electric.—The Canadian Bank of Commerce gives notice that a quarterly dividend of 2 per cent. has been declared for the quarter ending March 31, 1921, on the Common stock of the company, and a half-yearly dividend of 3½ per cent. for the six months ending March 31, 1921, on the Preference stock. Both these dividends are payable on April 1, 1921, to shareholders of record, March 15, 1921 The transfer books will not be closed.

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T. E. Merrett, *Superintendent of Branches and Chief Inspector.*
W. A. Mehrum, *General Supervisor.*
Montreal Branch J. D. G. Kippen, *Manager.*

Reserve Fund and Undivided Profits $9,475,585.

Total Assets (30th Oct. 1920) - $209,000,000.

Special Department at Montreal gives manufacturers and merchants opening up in Canada all information regarding Water Power, Sites, Tariffs, etc.

398 BRANCHES IN CANADA. COMPLETE BANKING SERVICE OFFERED. INTEREST PAID ON SAVINGS BANK DEPOSITS.

LONDON OFFICE: 53, CORNHILL. J. B. DONNELLY, D.S.O., Manager.

INVESTMENT NOTES.

Among the current developments which have recently been reported by our Montreal correspondent in his weekly letters has been a considerable revival of interest in the shares of the Canadian Street Traction Companies, especially the Toronto and Winnipeg Street Railway Companies. As regards the former, in view of the expressed intention of the city to exercise its right of taking over the system when the terms covered by the franchise agreement expires on September 1 next, the value of the shares obviously depends wholly upon the relation which the purchase price which may be agreed upon will bear to the company's outstanding capital stock. At one time last year the market valuation of the company's shares was as low as 37, and it is interesting to note that the estimate has improved so considerably during the past few months that on February 14 the shares changed hands in Montreal at around 73, or very nearly double the lowest price reached last year.

* * *

The case of the Winnipeg Electric Railway Co. is quite different. The Winnipeg Company's charter rights for the conduct of street railway, gas, and electric light and power business in Winnipeg are unlimited in point of time, and the street railway franchise is exclusive in Winnipeg until 1927, and in St. Boniface until 1943, at which dates the civic authorities must either buy the railway plant or extend the franchise. For some time last year the Winnipeg Electric Railway Company's shares stood as low as 38, and the recovery by the middle of last month to around 48 is a direct reflection of the improvement in the earnings of the company, which seems now to be steadily, even quickly, emerging from the unsatisfactory condition in which it has found itself for several years past. For a good many years prior to the latter half of 1914, the company's shares were regarded as an investment security; for 1912-13-14 12 per cent. per annum was paid in dividends, and in March, 1912, the stock stood as high as 269 in Montreal. The net surplus earnings in 1910 represented 15.58 per cent. on the capital stock; in 1911, 18.51 per cent.; 1912, 16.75 per cent.; 1913, 14.07 per cent.; and in 1914, despite the war, the ratio was 11.05 per cent. In 1916 the dividends had to be suspended, and in 1917-18-19 operations resulted in deficits. How material was the improvement in 1920 was revealed by the preliminary figures issued recently, which showed that the company had earned nearly 6 per cent. on its increased capital.

* * *

The financial statement of the Canada Cement Co. for the year ending December 31, 1920, shows that the company's net earnings were $2,362,742, or nearly $700,000 less than those for 1919. After allowing $810,491 for depreciation, and paying bond interest and Preferred dividends, the surplus profits amounted to $424,630, representing about 3.1 per cent. on the $13,500,000 of the company's Common stock. As the company paid the full 6 per cent. dividend on the Common stock for the year, which needed $810,000, the balance needed for this purpose, viz., $385,370, had to be taken from the accumulated surplus, and as this was also drawn on in connection with allowance for depreciation, it is reduced to $898,972. In his address to the shareholders the president states that the decrease of the company's business was largely due to inability to secure coal, while the disproportionate increase in cost of coal, labour, etc., to the increase in the selling price of cement, was also responsible for the decrease in profits. Referring to suggestions which have been made that there might be a shortage of cement this year, the president states that the Canada Cement Co. alone can yearly produce more cement than Canada has ever consumed in one year.

* * *

During 1920 the Hollinger Consolidated Gold Mines produced gold and silver to the value of $6,929,628, this being some $217,000 in excess of the production during 1919, and $1,177,000 more than that during 1918. This was accomplished despite difficulties in the supply of labour and power. For these reasons less tonnage was milled, but a better grade of ore was milled than would have been the case under an ordinary programme. As a result the operating profits of the company for the year amounted to $4,018,282, which compares with $3,840,482 in 1919, and $3,050,817 in 1918. After paying taxes and allowing for depreciation, the net profit was $2,675,274. Of this, $2,214,000 was distributed in dividends, leaving a surplus of $461,274 from the year's working, with this addition the total surplus at the end of the year amounted to $3,131,852.

* *

On Thursday of this week the removal of the entire staff and offices of the Canadian Government Emigration offices from 11-13, Charing Cross, to 1, Regent Street, at the corner of Waterloo Place, was completed, and all letters should be addressed there. The offices of the Superintendent of Emigration (Mr. J. Obed Smith) are on the second floor. (Telephone: Regent 2218 and 2219.)

NATIONAL TRUST COMPANY.

Mr. Rundle on Mortgage Loans.

Mr. W. E. Rundle, general manager of the National Trust Co., in his address at the annual general meeting, held in Toronto on February 2, declared that some solution of the mortgage loan situation must be forthcoming.

"I submit," he said, "that the practical solution of the difficulty must come largely through the companies—trust companies and others—which society in Canada has so far evolved for meeting mortgage loan needs, obtaining a larger share of the liquid funds which are available in Canada itself. It is unfortunate that Canada is shut out from her old sources of supply for mortgage loan money; but she is. It is a practical situation which has to be met and not a theoretical one, and no one I think will hold in the national interest—aside altogether from the interests of the companies themselves—that those who need money to assist them in the upbuilding of their farms and their homes should be denied their rightful participation in a fair share of the country's liquid resources.

"The Province of Ontario, early in its history," pointed out Mr. Rundle, "incorporated loan companies and later incorporated trust companies, giving the latter powers in the lending of money somewhat similar to those enjoyed by the former. Both loan and trust companies have played a fine part in the development of the country. They have kept pace with its settlement and by lending money on mortgage to the settler have assisted him in the betterment of his condition. They have done this at once with profit to themselves and with benefit to the country. The record of both loan and trust companies, whether considered from the standpoint of service to the public or financial strength, will bear favourable comparison with that of any other type of financial institution in Canada."

Dealing with the report, Mr. Rundle said the business of the company had so rapidly expanded (the assets under administration amounted to over $94,000,000) that the board of directors felt that the paid-up capital should be increased. It was, therefore, decided in June last to offer $500,000 of new capital stock to the shareholders at $175 per share of the par value of $100 each. The whole of the issue was subscribed and paid for in full during the year, so that the company's fully paid capital was now $2,000,000, while the reserve also amounted to $2,000,000. This placed the company in a strong position with its clients and with the public. The directors felt that the company's earnings warranted an increase in the dividend from 10 to 12 per cent., and the latter rate was paid for the last six months of the year. No better security than their guaranteed trust certificate could be found anywhere, since the holder had a double security:—(1) That of the mortgages or bonds in which his money had been invested, for they were earmarked with the trusts; and (2) the guarantee of the company behind which is two millions of paid-up capital and two millions of reserve.

He drew attention to the following features of the balance-sheet:—(1) 63 per cent. of the total assets held on capital and guaranteed trust account were invested in mortgages: (2) 84 per cent. of the bonds and debentures held were those of the Dominion of Canada, the Provinces of Canada, or Canadian municipalities; (3) the amounts invested in call loans and carried as bank balances, aggregating $1,306,944, evidenced the strong liquid position of the company; (4) the company's total investments in stocks were less than 8 per cent. of its capital assets; (5) only a small proportion (10 per cent.) of the company's capital funds was invested in office premises, notwithstanding the company had six branches in Canada.

Messrs. Leighton McCarthy, K.C., of Toronto; Carl Riordon, of Montreal; and Edward Fitzgerald, of Winnipeg, were added to the board.

—* *—

The cattle, horses, and sheep imported into Alberta by the Prince of Wales are wintering excellently in their new home on the Prince's ranch in the foothills of the Rockies.

The Rev. J. L. Spracklin, the license inspector at Windsor, Ont., has been found not guilty of shooting Trumbell, the hotel-keeper. He claimed that he had fired the shots in self-defence.

"Oh! Canada," is the title of the racily-written personal impressions of Mr. J. C. Glendinning, the representative of the Irish Newspaper Society at the Imperial Press Conference, which have been reprinted from the *Derry Standard*.

The *Daily Mail* is to be congratulated on the success of the Efficiency Exhibition, which it organised at Olympia, and which closed last Saturday. There were many striking evidences of business and scientific efficiency among its features, and the exhibitors were highly satisfied with the results.

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In connection with export trade matters, "Canada's" Trade Enquiry Department will be pleased to furnish, as far as possible, information desired by Canadian manufacturers. This department is in touch with the buying community, and is in a position to render service on points of difficulty that confront many Dominion producers. Communications, which will be treated in confidence, should be marked "Trade Enquiry Department."

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THE ROYAL BANK OF CANADA.

DEPOSITS OVER 470 MILLION DOLLARS

A number of Canadians will be present at the International Rotary Convention, which will be held in Edinburgh from June 11 to 17. It will be attended by some 3,000 delegates.

Commander F. M. Kerr, O.B.E., took over on Tuesday the duties of Senior Naval Officer at St. John's, Newfoundland. He will command the ex-light cruiser *Briton*, formerly the *Calypso*, which serves as drill-ship for the Newfoundland Royal Naval Reserve.

The Rev. William Ivens, John Queen, George Armstrong, W.A. Ritchard, and R. J. Johns, leaders of the Winnipeg strike in 1919, have been released from prison.

A conference of officials from all parts of the Empire is being held in London this week with a view to securing uniformity in connection with certificates of origin, the conditions under which preferential rates are granted, and the values on which they are assessed.

Banking and Finance.

Canadian Bond and Preferred Yields. Post-war investment conditions have made their mark on Canadian as much as on British securities, and the effect is seen in the all round advance in the yields of the various classes of shares and bonds. Unfortunately, the adverse exchange still prevents investors in this country from taking advantage of the relatively high yields on the Canadian securities which are not dealt in in this market, but it is of interest to compare the yields of those possessing an international market. On Canadian Car Preferred, for instance, the yield is within a decimal point of 10 per cent., whilst the bonds gave nearly 7 per cent. Canada Cement Preferred return about 7½ per cent. and the bonds 7.15 per cent. The difference in the yields on the bonds of the two flour milling concerns is rather marked, that on Ogilvie, 1932, being only 6.90 per cent., and on Lake of the Woods, with their shorter currency, 8 per cent. On Penmans Preferred the yield is 7.40 per cent., or .10 per cent. more than that on the bond issue, and on Dominion Steel Preferred the return is nearly 9 per cent., or about ½ per cent. more than that on the bonds. Other yields, at latest Canadian prices, worth noting are as follows:—

	Bonds.	Preferred.		Bonds.	Preferred.
		%		%	%
Bell Telephone	7.10	—	N.S. Steel	6.60	—
Canadian Cottons ...	6.85	8.26	Spanish River Pulp	6.50	7.60
Dominion Textile (1925)	8.10	7.44	Steel of Canada ...	6.65	7.60
Asbestos Corp. ...	6.80	—	Cedars Rapids ...	5.80	
Price Bros.	6.85	—	Canada Steamships	—	10.00
War Loan 5%, 1925	6.15	—	Victory Bonds 5½% 1934	5.95	—

* * *

Winnipeg's Excellent Bond Sale. According to our latest Western exchanges, the City of Winnipeg is quite elated at the excellent terms upon which it has been able to borrow the funds required for its general purposes. It is stated on official authority that the Western city was so fortunate as to obtain for its bonds the highest price paid in the Dominion in the past twelve months. In all there were nearly 20 firms tendering for the $750,000 bonds offered, representing seven different syndicates, each of which submitted an offer. The bonds were allotted to the well-known Toronto firm, Messrs. Wood, Gundy and Co., and we understand the price was $97.89 per cent., the cost to the city working out at 6.185 per cent. We learn from Winnipeg that the transaction includes the option to the successful firm who secured the bonds to take an additional $500,000. Viewed from the European standpoint, Winnipeg has done exceedingly well in obtaining the funds it requires on such excellent terms. Not only does the transaction reflect the high standing of the Western city in Canadian financial circles, but in the opinion of local financiers it furnishes substantial evidence of the improved conditions in the Dominion bond market, to which we alluded last week.

* * *

Cobalt's Protest Against Higher Taxation. The proposal of the Minister of Mines of Ontario to increase the mining profit tax has aroused a storm of protest in the Cobalt region. In view of the sensational slump in the white metal, which is now at less than half its recent boom record, this attitude is not surprising, for silver producing companies the world over are being hard put to it to produce the metal upon a profitable basis and surely need assistance rather than additional burdens at such a time. The former tax amounted to 3 per cent. on the first $1,000,000 of net profits, with 5 per cent. on all sums in excess of that figure. It is now proposed to add 1 per cent. to the first million and 2 per cent. to all sums in excess. The Ontario mining correspondent of the Montreal *Star* has received authority to speak for the mining industry of the Province and to voice its views on the subject of the proposed increases, and he does this very ably in a long despatch, in which he points out the menace the additional burden offers not only to those properties which are working at a profit, but also to those which are in the prospective and development stage, and affirms that further burdens in the way of taxation may bring about a serious crisis in the mining industry of the Province generally.

* * *

Effect on Capital. Capital is at all times a shy bird, and it is feared that such action as that contemplated may cause capitalists to seek employment for their funds in other countries such as Mexico, where even now steps are being taken to reduce the burdens of the silver mines. The correspondent points out that Canada must draw a very large amount of capital from foreign countries, and particularly from the United States, for the speedy development of its mineral resources, and Mexico is already a keen competitor with Canada for the capital needed for this purpose. Gold mining is at a stage where it is regarded as certain that timely encouragement might cause greater activity than ever before in the history of the Province, whilst discouragement might quite easily prove fatal. It is pointed out, as an illustration of the difficulties which beset the silver mining industry at the present critical period in its history, that of the great silver mining industry of Cobalt, only a few mines are able to work at a profit, and that the total number of men now employed is less than 1,000. To impose further burdens on the industry with silver at its present depreciated level might quite easily spell disaster, which is, we are sure, the last thing that those responsible for the control of the affairs of the Province desire. No doubt the representations that have been made will receive due consideration.

* *

THE YEAR'S BUILDING.

Largest Total Since 1913.

Building permits to a value of $100,241,607 were issued during 1920 in 34 leading Canadian cities, according to MacLean's Building Reports. This represents a gain of nearly 30 per cent. over the total of $77,208,134 for 1919, and is the largest total since 1913.

Toronto was first with $25,781,732. Montreal was second with $14,358,355, and Winnipeg third with $8,370,150. Other returns were:—Windsor, $4,850,310; Vancouver, $3,709,873; Halifax, $3,420,539; Ottawa, $3,355,662; Sherbrooke, $3,265,538; Edmonton, $3,231,955; Calgary, $2,806,100; Regina, $2,597,920; Quebec, $2,301,480; London, $2,146,305; Moose Jaw, $1,533,095; Kitchener, $1,277,595; Victoria, $1,207,572; Moncton, $1,201,673; Westmount, $1,179,890; Saskatoon, $1,150,585; Fort William, $1,045,160; St. John, $1,035,000; Peterborough, $939,700; Three Rivers, $857,780; Sydney, $850,332; St. Catharines, $830,632; Brantford, $799,763; Kingston, $524,736; Guelph, $494,158; Stratford, $440,782; Brandon, $412,829; New Westminster, $296,015; St. Thomas, $258,821; Port Arthur, $216,350.

Substantial gains over 1919 were recorded in St. John, Sydney, Montreal, Westmount, Sherbrooke, Fort William, Peterborough, Windsor, Stratford, Toronto, Winnipeg, Brandon, Moose Jaw, Calgary, Edmonton, Vancouver, New Westminster, and Victoria. Declines were recorded in Moncton, Halifax, Three Rivers, Brantford, Kingston, Hamilton, London, and Saskatoon. Practically no change occurred in Quebec, Guelph, Kitchener, Ottawa, Port Arthur, St. Catharines, or St. Thomas.

Construction contracts awarded in Canada in 1920 totalled $255,605,500, whereas the building permit returns from the 34 leading cities listed above were only $100,241,607. In 1919 the figures were $189,821,300 and $77,208,134, respectively.

The prediction is made that new construction to a value of $300,000,000 will be undertaken in Canada during 1921. Exhaustive reports received from the company's agents throughout the Dominion indicate that building operations this year will be the largest since the record year of 1912.

There is every reason to believe that building costs will come down before the opening of spring, and, should this occur, the erection of residences will be proceeded with at a pace not witnessed heretofore. Rents have about reached the peak, but Canadian cities are so congested that, without further influx of population, hundreds of homes will find ready buyers, if marketed at reasonable figures. Builders believe that they will be granted loans under better terms than have prevailed during the past few seasons.

It is estimated that $85,000,000 will be expended during 1921 on new construction in Western Canada, $120,000,000 in Ontario, $70,000,000 in Quebec, and $25,000,000 in the Maritime Provinces.

—* *—

GRAND TRUNK ARBITRATION.

During last week's arbitration proceedings in connection with the Grand Trunk Railway, expert witnesses stated that the coal properties of the company were among the most valuable in America. It was also stated that the express business had recently increased heavily.

—* *—

NICKEL WORKS CLOSED.

The British-American Nickel Corporation have shut down their mine and smelter at Sudbury, Ontario, for an indefinite period, throwing nearly 800 men out of employment (says the Montreal correspondent of the *Daily Telegraph*). This, it is announced, will be followed shortly by the closing of the company's nickel refinery at Deschenes, Quebec, where 400 men are employed. The management issued a statement that it was forced to shut down owing to the extremely bad condition of the market for metals.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

C. M. D. (Brighton).—No dividend is being paid at present, but the increasing earnings of the company suggest that it may not be long before payments are commenced.

INVESTOR.—The interest on the bonds of the first three "War Loans" and the "Victory Loans" issued in November, 1917, and November, 1918, is exempt from taxes—including any income tax—imposed in pursuance of legislation enacted by the Parliament of Canada.

FEMINA.—There is certainly a good opening for properly-trained nurses in Canada. There is often difficulty in obtaining help in the average home in time of illness, due, partly, to the shortage of nurses obtainable in homes that are far from hospitals and nursing centres, and partly to the high rate of fees charged for professional services. The authorities state that though the return of nurses from military services has relieved the situation to some extent, there is still an insufficiency of trained nurses to meet the demands of a growing population.

T. J. M. (Sheffield).—The total value of the mineral production in Canada during 1920 is estimated by the Department of Mines, Ottawa, at about $200,000,000, as compared with $176,686,390 in 1919, and $211,301,897 in 1918, the record year. The following is the estimated production of the more important metals during 1920:—Gold, value, $16,000,000; silver, 13,500,000 ozs.; copper, 82,500,000 lb.; nickel, 51,500,000 lb.; lead, 35,500,000 lb.; zinc, 42,000,000 lb.; pig-iron, 1,080,000 short tons; steel ingots and direct steel castings, 1,220,000 short tons.

G. T. E. (Liverpool). — Legislation in amendment of the Sub-divisions Act, Chapter 41, was recently passed in the Saskatchewan Legislature to the following effect:—When it appears to the Master of Titles that a subdivision or a portion thereof is not required for building purposes and will not be developed in the immediate future, he has power to do one of three things; to promote the purchase of such parcels by the present owner of the remaining or largest portion of the area, or such purchases as may reduce the number of owners in the subdivision, or the exchange of certain parcels for others so situated, so as to interfere as little as possible with the convenient cultivation of the remainder of the subdivision. With reference to the last alternative, it is now made clear that such parcels may be exchanged for others either in the same or in another subdivision or subdivisions. A new subsection of Section 4 has been inserted, reading as follows:—(3) A municipality, when applying as tax purchaser for title to a number of lots in a subdivision as shown on a registered plan, may before obtaining title apply for cancellation of the plan or a portion thereof, and the Master of Titles may thereupon exercise the powers given him by subsections (1) and (2) in the same manner and to the same extent as he might do if the municipality were owner of the lots title to which is applied for and which remains unredeemed.

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During the twelve months ended December 31 last, some 4,010 vessels with a net tonnage of 5,141,000 tons passed through the Canadian locks at Sault Ste. Marie. The total number of passengers carried was 43,455, and their cargoes amounted to 2,477,000 tons.

In the February number of that bright little monthly, *Overseas*, there is an article on the new Viceroy of India—"a man without an enemy in the world"—by Hamilton Fyfe; an interview, by Winifride Wrench, with Mrs. Clare Sheridan, Mr. Moreton Frewen's daughter, on her experiences "At Home with the Bolshevists"; while H. W. Wilson writes on "Our Navy and Its Future."

PUBLIC NOTICES.

ALGOMA STEEL CORPORATION, LTD.—FIRST AND REFUNDING MORTGAGE FIVE PER CENT. 50-YEAR SINKING FUND GOLD BONDS.

The Algoma Steel Corporation, Ltd., announces that the INTEREST COUPONS of the above-mentioned Bonds maturing 1st April, 1921, may be PRESENTED on and after the 14th March, 1921, between the hours of 10 and 2 o'clock (Saturdays excepted), at the Bank of Montreal, 47, Threadneedle-street, E.C.2. Three clear days required for examination. Lists may be obtained on application at the Bank.

CANADIAN GENERAL ELECTRIC COMPANY, LTD.

The Canadian General Electric Company gives notice that the directors in Toronto have declared a QUARTERLY DIVIDEND of 2 per cent. for the three months ending 31st March, 1921, being at the rate of 8 per cent. per annum on the COMMON STOCK of the Company. The above Company also announces that a HALF-YEARLY DIVIDEND of 3½ per cent., for the six months ending 31st March, 1921, being at the rate of 7 per cent. per annum, has been declared on the PREFERENCE STOCK of the Company, and that both the above Dividends are PAYABLE on the 1st day of April, 1921, to shareholders of record 15th March, 1921. The Transfer Books will not be closed.

For the Canadian Bank of Commerce, Registrars of the Canadian General Electric Co., Ltd.

CHARLES CAMBIE, Manager.
No. 2, Lombard-street, E.C.3.
25th February, 1921.

BRAZILIAN TRACTION, LIGHT AND POWER COMPANY, LTD.
(Incorporated under the Laws of Canada.)

NOTICE IS HEREBY GIVEN that a QUARTERLY DIVIDEND of 1½ per cent. has been declared on the Cumulative Preference Shares of the Company, PAYABLE on the 1st April, 1921, to Shareholders of record on the Registers at the close of business on 15th March, 1921.

J. M. SMITH, Secretary.
Toronto, Canada, 26th February, 1921.

ENQUIRY COUPON.

"CANADA," No. 791. March 5, 1921

This Coupon must be cut out and enclosed with all letters of enquiry except those from annual subscribers.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—

BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description Cables. "Allenall," Birmingham, England

Weldless Steel Tubes—

TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles.

Zinc White Manufacturers—

ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr, Widnes."

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

FRUIT GROWING IN BRITISH COLUMBIA.

TWO PARTNERS.—Fruit Growers, with comfortable home and orchards in bearing, on the shores of the celebrated Okanagan Lake, British Columbia, will accept two pupils, who will be taught practical fruit and vegetable growing in all branches. Fruit grown includes apples, pears, prunes, plums, peaches, apricots, nectarines, cherries, and various small fruits. Vegetables include potatoes, tomatoes, melons, etc. Pupils will join in the necessary work in connection with growing fruit and vegetables under irrigation, and will enjoy excellent opportunities for recreation. Good bathing and fishing, boating excursions, etc., on Lake, deer hunting and small game shooting. Climate dry—yearly rainfall about 12 inches—warm in summer and mild in winter, clothing suitable for country life in North of England suffices. — Terms and further particulars from Box 553, *Canada*, Craven House, 113, Kingsway, London, W.C.2.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory. Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL, Dominion Express Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C.
W. F. Chipman, K.C.
G. P. Vanier.
G. H. Montgomery, K.C.
R. O. McMurtry.
G. A. Coughlin.
L. H. Ballantyne.
R. C. McMichael, K.C.
W. R. L. Shanks.
F. B. Common.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Northern Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurentide Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atlas Assurance Company, Limited, Alliance Assurance Company, Limited.

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees, Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Business conditions in Canada continue to show steady improvement.

Canadian Pacific Railway land sales last year realised $10,000,000.

The total external trade of Canada during January amounted to $154,196,000. Imports reached a total value of $72,252,000, and exports amounted to approximately $82,000,000. During the ten months ended January 31 the total external trade of the Dominion was worth $2,150,232,000, as compared with $1,932,694,000 for the corresponding period of 1919-1920.

CANADIAN GOVERNMENT
Trade Commissioners
& COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to :—

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 98, Boulevard Adolphe Max, Brussels.

Brazil.

E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.

L. D. Wilgress, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan, Italy. *Cable Address, Care Canadian, Milan.*

United Kingdom.

High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350.

Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

Overseas Branch Dept. of Trade and Commerce, 1, Regent St., London, S.W 1.

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among enquiries received at the Canadian Trade Commissioners' Office, 73, Basinghall Street, London, E.C.2, are the following :—

A Canadian company manufacturing wooden well pumps are in a position to export, and would be glad to receive enquiries from United Kingdom importers.

A Canadian company manufacturing patent medicines for the cure of whooping cough wish to arrange for their sale in the United Kingdom.

A correspondent in British Columbia wishes to secure the agency of United Kingdom manufacturers of men's wearing apparel from Winnipeg to the Coast.

A London firm ask for the names of Canadian producers and shippers of asbestos in a position to supply large quantities.

A London firm have enquiries for phæton gigs and light carts which Canada is supplying to South Africa, and would be glad to hear from Canadian manufacturers able to ship.

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RICE LAKE GOLD FIELDS.

No Property Yet Ranking as Producing.

In a report on "Mineral Prospects in South-Eastern Manitoba," Prof. J. S. DeLury devotes considerable attention to the Rice Lake goldfields.

"The area showing gold is a large one," he says. "It is growing year by year through the finding of fresh outlying fields, and new fields are being constantly made in the older portions of the district. Hundreds of different deposits yield attractive samples of free gold.

"Though considerable work has been done on several claims, no property has as yet the rank of a producing mine. In this connection it should be stated that the best surface showings are not in all cases the ones that have received the most attention.

"Among the factors that have prevented development work and possibly production, one that should receive considerable weight is the lack of transportation facilities, from which the district has suffered.

"It is unfortunate that a good deal of the district has been held back from the attention of prospectors, owing to the staking of so many claims for 'location,' but there is a great deal of open country left, and in most cases unprospected claims could be examined, possibly with profit, by arranging terms with the holders.

"The general impression left after an examination of the district is that it will be surprising if in future years the Rice Lake district is found to have no workable gold deposits. The duration of these years will be lessened if a spirit of co-operation is fostered and active steps are taken to check exaggerated stories and illegitimate promotions, both of which have done the district an infinite amount of harm in the past.

"On the whole, the transportation problem for the district, as a prospect area, has been solved. It remains to be seen what developments in the way of wagon roads and railroads will be forced by the actual or prospective operations of the district."

C.P.R. AT THE BRITISH INDUSTRIES FAIR.

One of the largest exhibits at the British Industries Fair, which was opened at Glasgow on Monday, is that of the Canadian Pacific Railway, which has been installed by Mr. E. R. Bruce, Director of Exhibits, Montreal. Filling the whole of one section (45 ft. by 20 ft.), the stand is open for inspection on all sides. Entering the hall one is immediately attracted by the moving illuminated model showing the Chateau Frontenac by day and night, whilst Canadian Pacific Atlantic steamers pass in and out of the harbour of Quebec. Close at hand a model shows the lumber cut in 1920, with specimens of the different kinds of wood. A pulp exhibit has been specially prepared for display by the Riordon Company. Specimens of all the minerals found in Canada are shown, loose and in cases, whilst the Mond Nickel Company display an exhibit showing the different processes through which nickel passes from the time it is mined up to the various finished articles. Specimens of Canadian fish and game birds, cereals, grasses, etc., are tastefully displayed.

A large model of the Canadian Pacific Atlantic liner, *Metagama*, calls attention to the fact that the Canadian Pacific Railway Company has expended millions upon millions of pounds in Scotland on the construction of ships for its various steamship services.

The top of the stall is adorned with coloured Canadian transparencies and sepia photographs. In evidence of the feeling of co-operation existing between the systems, pictures and literature of the Canadian National Railways are exhibited.

The *pièce de resistance* of the stand and of the exhibition is undoubtedly a mechanical map of the Dominion of Canada, showing the location of the principal natural resources, the chief towns, and the railway connections. Each subject is separately indicated by coloured lamps—there are over 1,000 of them—so that by a series of push buttons the location of any particular subject of interest can be thrown into immediate relief by the exclusion of all the others.

Just opposite the Canadian Pacific stand is a huge cinema, entrance to which is free to all visitors, and here the Canadian Pacific have arranged to give daily a continuous display of Canadian films, and also the film showing the visit of the Prince of Wales to the Dominion—to which added interest is given by the fact that the Prince will pay an official visit to the Exhibition on March 8.

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CANADIAN SALMON.

Canadian householders are buying salmon by colour rather than by quality, according to Dr. Edward Prince, Chairman of the Biological Board of Canada, who states that the best-flavoured salmon on the Pacific coast is in small demand because the colour is pale. The inferior salmon, which is of a rich red colour, brings the best price and takes first place on the Canadian market. The price of pink salmon is stated to be about one-half the price of the red. The sock-eye, known as the red salmon, is in great demand and as the species is threatened with ultimate extinction, there is a consequent rise in prices. The pink and chum salmon, caught in British Columbia, are almost unsaleable in Canada.

During the recent salmon fishing season in British Columbia, Alaska fisheries were shipping their red salmon to British Columbia canners, while British Columbia fisheries were shipping their pinks and chums to United States canneries, because there was a demand for this class of fish over the border.

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The report of the Canada Wheat Board, dissolved last summer, shows that for the 1919 crop of wheat Canadian farmers received 2½ dollars per bushel at the point of despatch.

Twenty-four new branch banks were opened and 14 closed in Canada during the month of January. One more Canadian bank was opened in Cuba, and an additional branch in Jamaica.

CANADIAN REPRESENTATIVES IN LONDON.

Dominion of Canada.

High Commissioner's Offices.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir George H. Perley, K.C.M.G. Secretary, Mr W. L. Griffith. (Telephone: Victoria 8360.)

Emigration Office.—Superintendent of Emigration, Lieut.-Col. J. Obed Smith, 1, Regent Street, S.W.1. (Telephone: Regent 2218 and 2219.)

Province of British Columbia.

Agent-General.—Mr. F. C. Wade, K.C., British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 266.)

Province of Nova Scotia.

Agent-General.—Mr. John Howard, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General.—Mr. George C. Creelman, LL.D., 163, Strand, W.C.2. (Telephone: Central 6427, 6428.)

Province of Quebec.

Agent-General.—Lieut.-Col. P. Pelletier, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 6612.)

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir Edgar R. Bowring, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

B

Bescoby, Mrs., Toronto—Carlton Mansions, Bloomsbury Square.

C

Crandell, Franklin, Calgary—Kenilworth Hotel, Bloomsbury.
Curtois, Mrs. W., Toronto—20, Dingwall Gardens, N.W.

D

Dufresne, Zenon, Montreal—Cosmo Hotel, Russell Square.

F

Featherstonhaugh, Mrs., Midland, Ont.—Ritz Hotel.

SHAFTESBURY HOTEL.
Top of St. Martin's Lane.
In the centre of all Theatres.
One Price. No Extras.
7/6

G

Gauthier, L. Edgar, Montreal—Hotel Victoria.
Glasgow, Wm., Sherbrooke—National Hotel.
Green, J. R., Moose Jaw—Kenilworth Hotel.

H

Hatch, H. C., Montreal—Waldorf Hotel.
Hershman, Hans, Montreal—Hotel Cecil.
Howard, L. R., Vancouver—North View, Queen's Road, Whitstable.
Huron, Mr. and Mrs., Brantford—Palace Hotel.

J

Johnson, C. Gardner, and Mrs., Vancouver—Goring Hotel, Grosvenor Gardens.

PRIVATE SOCIAL TOURS

(For Ladies and Gentlemen).

April 11. ITALY. Holiday Tour to Rome, Nap'es, Florence, Venice, etc. 24 days..... 69 gns.
April 26. SPAIN and TANGIER. Seville, Granada, Madrid, Algeciras, etc. 5 weeks..... 125 gns.
June 2. LAKES—Italian and Swiss. 21 days..... 49 gns.

Organised by **MISS BISHOP, F.R.G.S.,**
159, Auckland Road, Upper Norwood, S.E.19.

L

Lapointe, A. A., Montreal—Liffen's Hotel, 12, Gillingham Street, S.W.1.

M

Milloy, Miss, Toronto—39, Bedford Place, Bloomsbury Square.
Mills, Miss B., Toronto—20, Dingwall Gardens, N.W.
Morrice, W. J., Montreal—Ritz Hotel.

N

Nadeau, L. G., Montreal—Hotel Victoria.

O

O'Reilly, N. J., and Mrs., Toronto—Savoy Hotel.

P

Playfair, Jas., and Mrs., Midland, Ont.—Ritz Hotel.

R

Roberts, H. H., Vancouver—40, Lee Road, Blackheath.

S

Sherriff, Mrs. W. J., Vancouver—15, Minto Street, Edinburgh.
Stoker, Robert E., Winnipeg—96, Holly Park Road, New Southgate, N.11.

T

Taylor, E., Vancouver—Grand Hotel.
Turnbull, H. C., and M., Toronto—Kenilworth Hotel, Bloomsbury Square.
Turner, George M., and Mrs., Victoria—40, Roland Gardens.
Turton, J. E., Montreal—Hotel Cecil.

W

Waddell, R. M., and Mrs., Peterboro'—Hotel Victoria.
Wolfe, Dick, Montreal—Hotel Cecil.
Wyles, Muriel, Outremont—15, Bishopsgate.

* *

NOVA SCOTIA APPLES.

The recently formed Nova Scotia Shippers' Association, representing approximately 90 per cent. of the apple and potato holdings in the Province, have been able to effect improvements in the cost and conditions of transportation of apples to Great Britain.

Through the efforts of the Association refrigerator cars are now being placed on the railway which will prevent the severe losses which the shippers have for many years suffered for want of cars suitable for handling their apples and potatoes in cold weather.

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NAVAL, MILITARY, SPORTING AND CIVIL TAILORS.

4 & 6, BURY STREET, ST. JAMES', LONDON, S.W.1 (opposite St. James' Theatre).

ALBERTA'S DAIRY INDUSTRY.

The dairy industry of Alberta continued its steady advance during 1920. The total value of the Province's dairy products reached $34,000,000, a gain of nearly two and a-half million dollars over the value of the 1919 output.

Part of this gain was made up by the increased price obtained for these products during 1920 as compared with the previous year. Butter, for instance, sold at the creameries at 56½ cents a pound, as compared with the average price of 51.87 cents a pound in 1919. The total production of creamery butter, however, was increased from 11,622,890 lb. to 12,150,000 lb. last year, a gain of more than a quarter of a million pounds. There was a slight falling off in the output of cheese, 456,534 lb. being manufactured in 1920 as compared with 520,530 lb. the previous year.

The growth of the dairy industry in Alberta during the last ten years can fittingly be described as marvellous. In 1910 the value of all milk products amounted to $7,855,751, about one quarter of the value of the 1920 production. The output of creamery butter has steadily grown from 3,010,755 lb. in 1912 to more than four times this quantity in 1920.

LADIES' HAND BAGS in Great Variety.
GENTS' LETTER WALLETS, WRITING CASES, DRESSING CASES, etc.
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STEAMSHIP SAILINGS.

C.P.O.S.

Liverpool to St. John.

Friday, March 11.—**Empress of France.*
Saturday, March 12.—*Melita.*
Saturday, March 19.—*Minnedosa.*
Thursday, March 24.—**Empress of Britain.*
Friday, April 1.—*Corsican.*
Friday, April 8.—**Empress of France.*
Tuesday, April 12.—*Melita.*

Liverpool to Quebec or Montreal.

Wednesday, April 20.—*Minnedosa.*
Friday, April 22.—*Metagama.*
Wednesday, April 27. — **Empress of Britain.*
Friday, May 6.—*Victorian.*
Wednesday, May 11.—**Empress of France.*
*Three-class steamers.

Glasgow to St. John.

Saturday, March 12.—*Pretorian.*
Saturday, April 2.—*Tunisian.*

London to Quebec and Montreal

Tuesday, April 19.—*Grampian.*
Tuesday, May 3.—*Scotian.*
Tuesday, May 17.—*Tunisian.*

WINES, SPIRITS AND CIGARS AT WHOLESALE PRICES
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Southampton to St. John.

Thursday, March 17.—*Scandinavian.*
Friday, April 1.—*Victorian.*

Southampton to Quebec and Montreal.

Thursday, April 21.—*Grampian.*
Wednesday, April 27.—*Scandinavian.*

Cunard Steamship Co.

Liverpool to Halifax or New York.

Tuesday, March 29.—*Carmania.*
Saturday, April 9.—*K. A. Victoria.*
Saturday, April 9.—*Albania.*

Southampton to New York.

Saturday, March 12.—*Aquitania.*
Saturday, March 26.—*Mauretania.*
Saturday, April 2.—*Aquitania.*

London to Halifax.

Thursday, March 31.—*Saxonia.*

White Star Line.

Southampton to New York.

Wednesday, March 9.—*Olympic.*
Wednesday, March 23.—*Adriatic.*
Wednesday, April 6.—*Olympic.*

Liverpool to New York.

Wednesday, March 16.—*Celtic.*
Wednesday, March 30.—*Cedric.*
Saturday, April 2.—*Vedic.*

Red Star Line.

Southampton to New York

Friday, March 11.—*Finland.*
Friday, March 18.—*Lapland.*
Friday, March 25.—*Kroonland.*
Friday, April 1.—*Zeeland.*

White Star-Dominion Line.

Liverpool to Halifax and Portland.

Thursday, March 17.—*Canada.*

Manchester Liners.

Manchester to St. John and Halifax.

Thursday, March 17.—*Manchester Shipper.*

Letters, parcels and newspapers are due by direct mail from Canada by the R.M.S. *Melita* on March 7, *Canada* on March 8, and *Minnedosa* on March 11.

Letters only viâ New York are due by the *Aquitania* on March 5, *Celtic* and *Zeeland* on March 8.

* *

Toronto General Trusts.—At the annual meeting, held on February 2 in Toronto, the annual report, as presented to shareholders, was adopted, much satisfaction being evidenced in the success of the last year's business. The corporation recently increased its dividend, placing its stock on a 12 per cent. basis. The general manager, Mr. A. D. Langmuir, delivered a most interesting address. The present directors were re-elected without change.

* *

The committee of the Montreal Clearing House now consists of Messrs. H. B. Henwood, chairman; M. S. Bogert, vice-chairman; C. W. Dean, F. G. Leduc, R. L. Ritchie, H. B. Walker, and W. J. Finucane.

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or to the nearest Canadian Government Emigration Agent at any of the following addresses: 48, Lord Street, Liverpool; 139, Corporation Street, Birmingham; 52, Baldwin Street, Bristol; Canada Chambers, Museum Street, York; 107, Hope Street, Glasgow; 116, Union Street, Aberdeen; 17-19, Victoria Street, Belfast; 44, Dawson Street, Dublin; 54, Castle Street, Carlisle; Market Place, Peterborough; 310, High Street, Bangor, Wales. Or to any Licensed Booking Agent.

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163, Strand, London, W.C.2.
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